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Write for publication T.C.V. 1516

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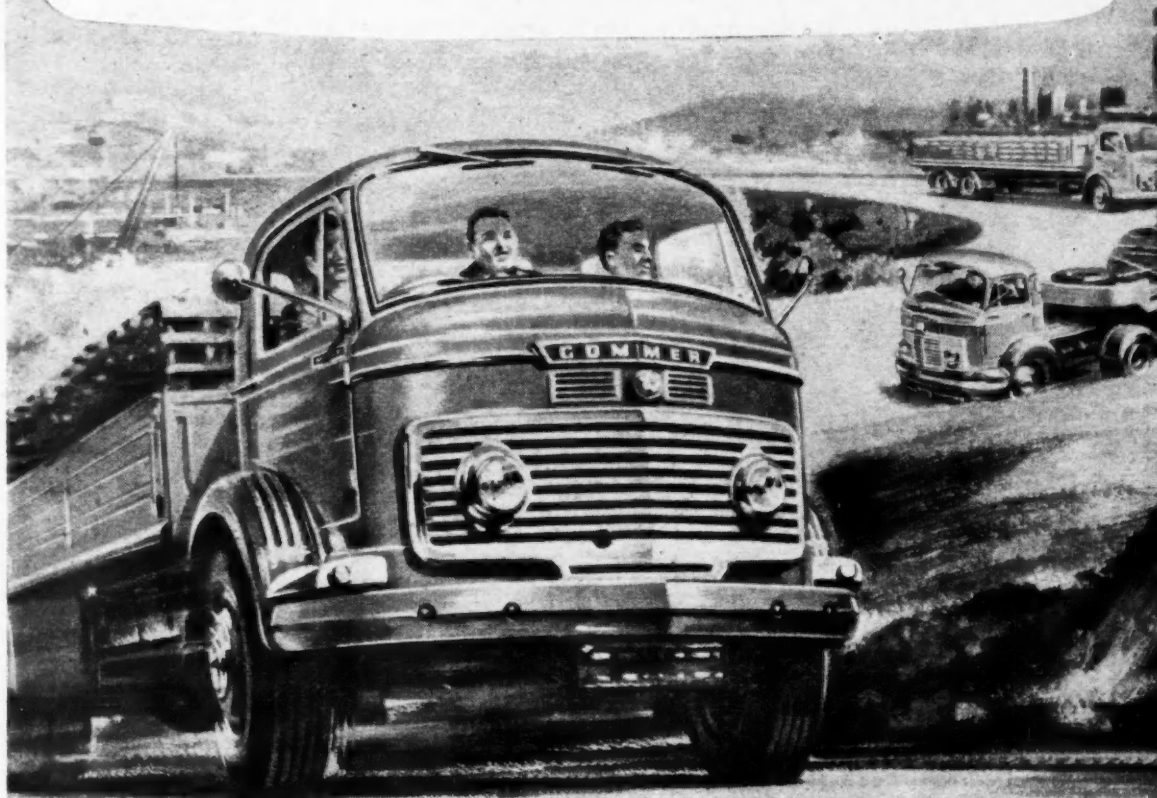
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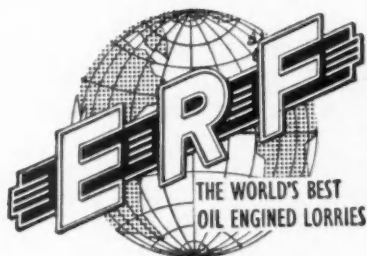
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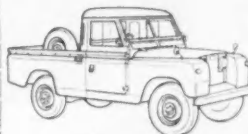
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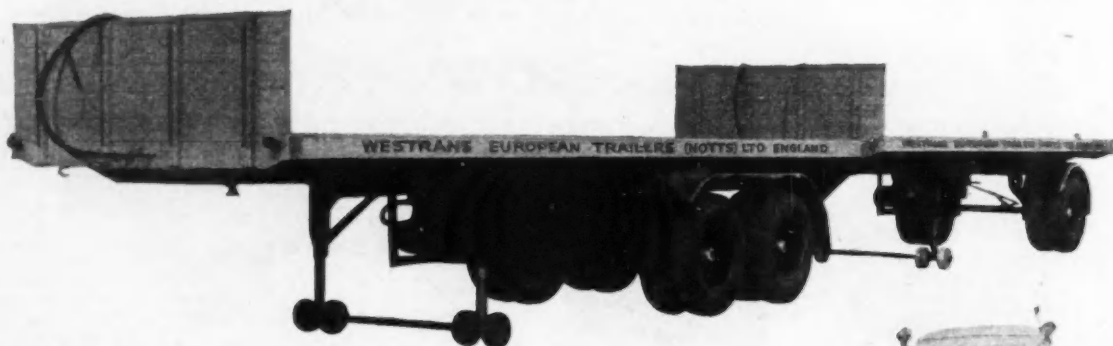
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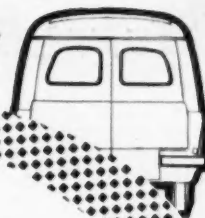
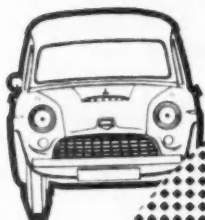
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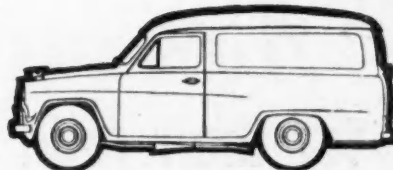
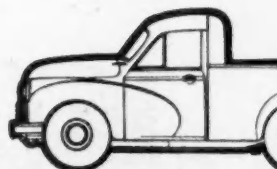
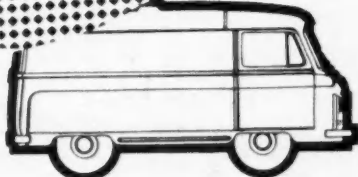
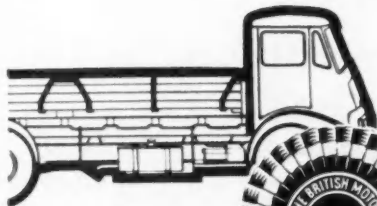
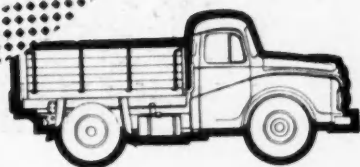
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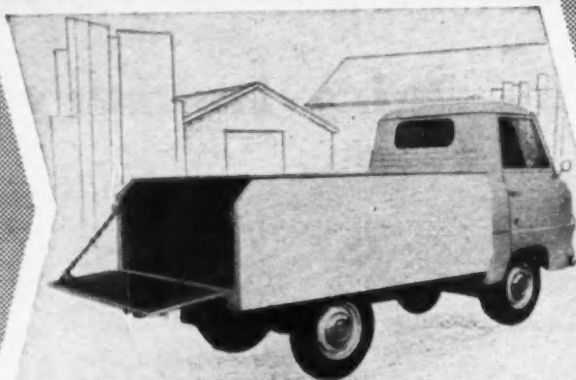
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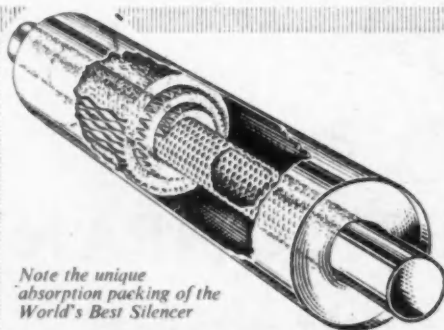
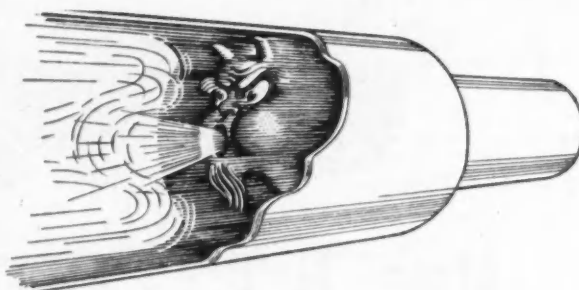
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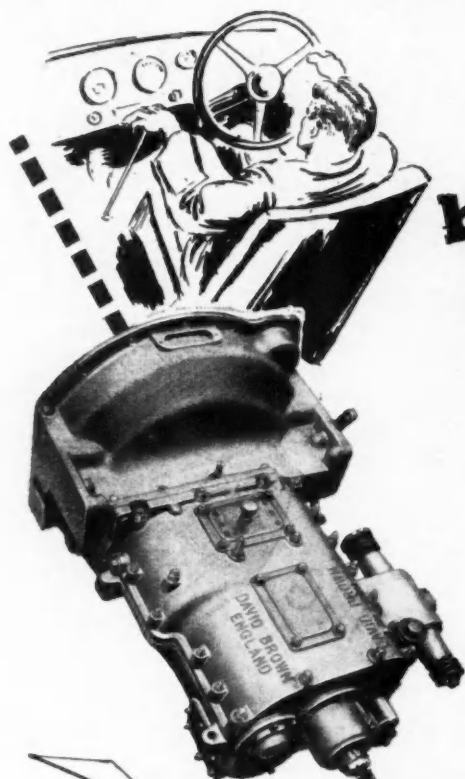
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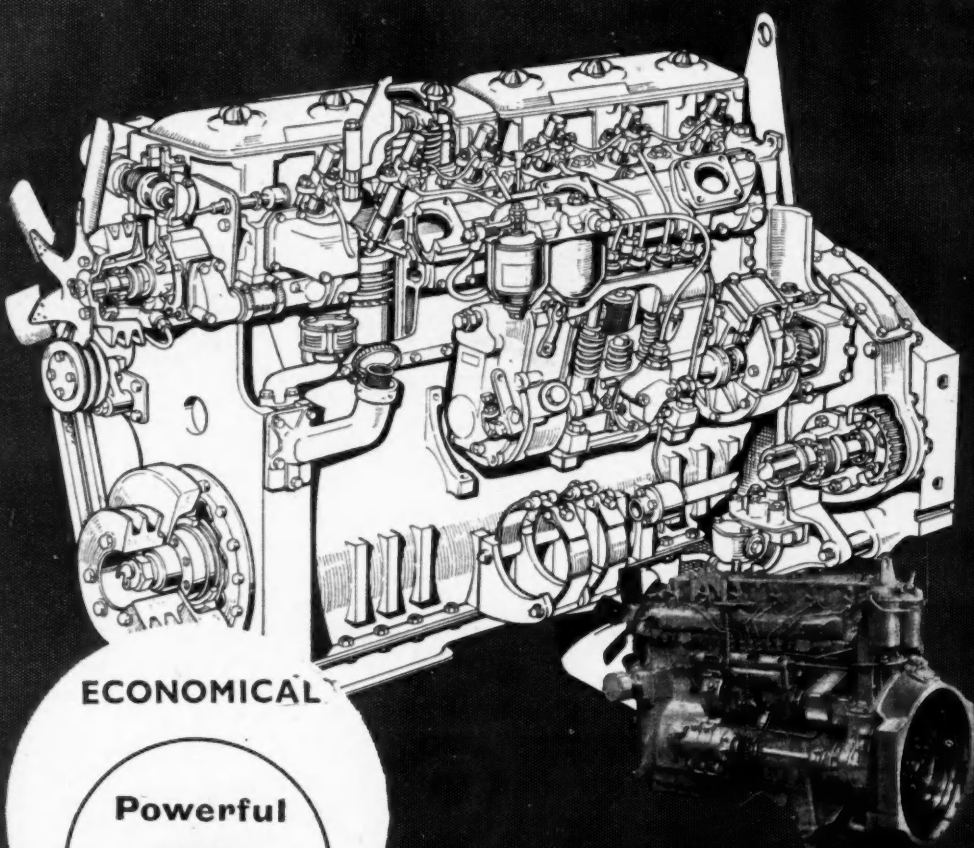
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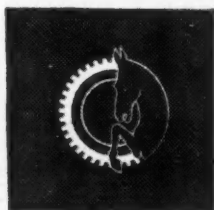
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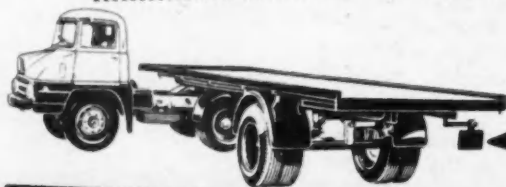
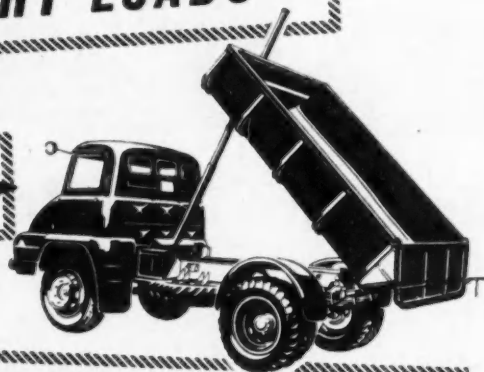
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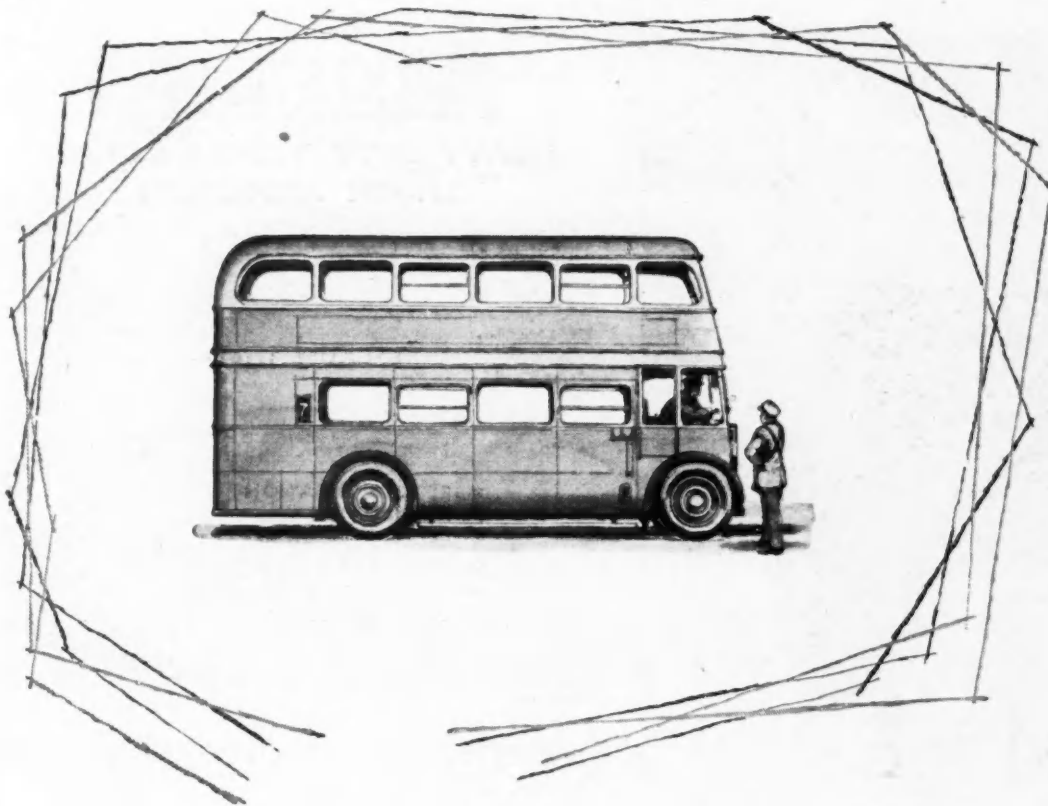
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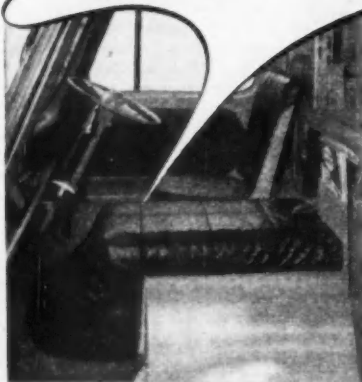
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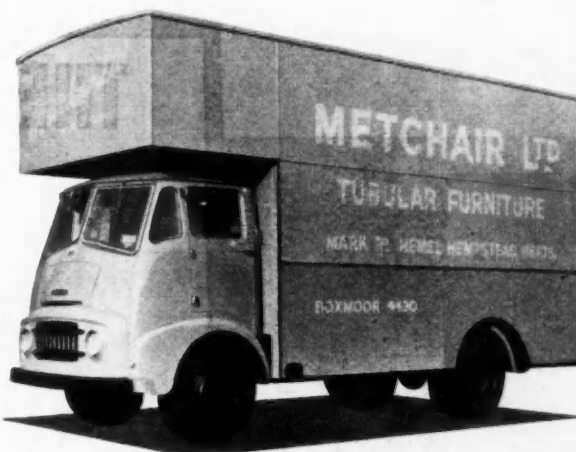
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No Flowers—by Request

THE passing of the Industrial Disputes Tribunal will not be mourned by road transport operators. They have little for which to thank it. No system of arbitration that can be enforced only against the employers can command respect.

Apart from this important principle, some of the Tribunal's decisions have caused dissatisfaction among both the employers and the workers. The cardinal difference between the two sides is that, whereas the operators have accepted the unpopular findings of an independent authority with as much grace as they could summon, the workers have manipulated them for their own ends.

Unfortunate Background

So far as road passenger transport is concerned, the recent history of compulsory arbitration is unhappy. In 1957, the unions unilaterally overthrew that part of the constitution of the National Council for the Omnibus Industry which provided for the submission of disputes to arbitration. They then declared a strike, one of the effects of which is that many bus drivers and conductors are earning £1 a week less than before the stoppage.

When the employers pressed the case before the Industrial Disputes Tribunal, the unions made a derisory token appearance, for which they were thanked (whether ironically or not is uncertain) by the chairman. With what appeared to be scant consideration of the facts, the Tribunal awarded the workers an increase of 11s. a week, which they were pleased to accept. Despite strong resentment, the employers honoured the award.

In the case of this year's London bus dispute, the rôles were reversed. The Transport and General Workers' Union took their case to arbitration and, being dissatisfied with the result, ignored it and declared a strike that drove the final nail into the Tribunal's coffin.

As Mr. Iain Macleod, Minister of Labour, told the House of Commons last week in justification of the Government's decision to wind up the wartime machinery of compulsory arbitration, the Tribunal's existence did not prevent the London bus strike, and all the hardship and loss that it entailed. Indeed, it may even have provoked it.

Possibly the Tribunal's decision was unjust to the

Operators Do Not Regret the Winding-up of the Industrial Disputes Tribunal

London bus workers, but it was certainly no more unfair to them than the ruling of 1957 was to the employers. Whether the findings were unfair or not, the reception accorded to them by the T.G.W.U. was unmistakable evidence that the Tribunal had outlived its usefulness, at least so far as the operating grades in road transport are concerned.

The Industrial Court will remain to resolve disputes. Mr. Macleod foresaw that it might in future be busier than in the past, and more use might be made of the conciliation services of the Ministry of Labour. In contradistinction to the Tribunal, however, the Industrial Court can hear only disagreements voluntarily submitted by both sides.

This is a matter that is causing deep concern to the National and Local Government Officers' Association in their dealings on behalf of supervisory and clerical staffs in bus companies. In the absence of a national salary structure, the Association negotiate with individual companies and have used the Tribunal's offices to settle disputes. They believe that managements would be unwilling to appear before the court and that their only method of taking claims to appeal is being removed.

Machinery for Clerical Staffs

They do not support strike action and strongly resent the withdrawal of facilities by which their appeals may be settled with dignity. Consequently, they are trying to fill the vacuum, so far as the State-owned bus companies are concerned, by establishing with the British Transport Commission national negotiating machinery. Any attempt to do so outside the field of State-owned road passenger transport is, however, likely to fail.

On the goods side of road transport, the Tribunal's services have been invoked by the unions in cases where C-licensees have been held as not paying fair wages. Happily, disputes of this kind have dwindled to insignificance, for in the unions' experience most C-licensees pay wages above the statutory scale for haulage workers. In any event, drivers employed by ancillary users will continue to be protected under Part II of the Road Haulage Wages Act, 1938, and any dispute will be referred to the Industrial Court.

How Not To Make Friends

IN recent weeks, officials of the British Transport Commission, and particularly Sir Brian Robertson, the chairman, have been at great pains to attempt to minimize and to justify the heavy deficit which British Railways are incurring. Reasons have been put forward to show why the public should have faith in the future of the Commission, and no doubts about their past record.

The 1958 edition of "Facts and Figures About British Railways," just published, opens with the statement: "Modernization and faster passenger services are attracting more traffic. In spite of the rapid growth of private transport, they produced a record level of carryings in 1957. In many directions the freight services, too, reached higher standards of speeds, reliability and convenience." The losses incurred in 1957 are shrugged off as being not greatly in excess of forecasts.

Many users, however, incline to the view that those responsible for the Commission's policy are either out of touch with public opinion or are unrealistic in their outlook. They regard some of the Commission's decisions as short-sighted and to be the result of clutching at straws.

Some of the railways' best customers have been upset by the increase of 7½ per cent. in the rate on basic traffic—presumably iron, steel and coke—passing to foundries. This step has been taken at a time of falling

production in the steel industry, coupled with a drop in the demand for iron ore. Yet the Commission have recently emphasized that iron, steel and solid fuels are their staple traffics.

An understandable desire on the part of railway officials to conceal their true charges from their independent haulier competitors has also had unfortunate repercussions. Stationmasters have been given only the maximum rates for various types of traffic, which they quote to potential customers. The effect has been to frighten off would-be customers, who have been driven into the arms of hauliers. In trying to obtain lower quotations from headquarters, some stationmasters have been subjected to extraordinary delay.

In a case involving the carriage of a coffin over a long distance, the stationmaster had to find out the name and address of the consignee before a lower rate was quoted by headquarters. In another instance, three days elapsed before a stationmaster could obtain a rate for the carriage of a live sow. In the intervening period, perhaps not surprisingly, it had been delivered by a haulier.

If the railways desire to secure the traffic on which their future depends they will require a much greater degree of flexibility and a more realistic approach to customers. Meanwhile, hauliers are reaping the benefit of their competitors' unwieldiness and lethargy.

Passing Comments

A Pirate Fleet Renewed

IN a letter from Mr. D. E. Middleton, M.I.R.T.E., a director of Estacion de Servicios Canarios, Sdad. Ltda., he gives some interesting and amusing facts concerning public passenger transport in the Canary Islands, where there is a system of transport known as "Piratas" (pirates).

The main bus service has Government authorization for transport over the whole of the island, but during the Civil War, when the bus company had many of their vehicles laid up through shortage of spares and tyres, a number of taxicab owners began to run services between Las Palmas, the capital, and various towns. They employed large old cars of American type with two additional seats at the rear, so allowing the carrying of six passengers and the driver. If the length would not permit this, chassis and body were cut and suitable additional parts inserted.

Many were the fines for carrying passengers at separate fares, and the vehicles were constantly being repaired, as one of the conditions under which they were allowed to run was that if a vehicle had to be scrapped it could not be replaced.

Finally, these operators were brought together into a group known as the "Sindicato de Piratas" and received official recognition, but they still encountered difficulty in replacing their vehicles while no new licences were granted; today the mechanical condition of their vehicles can be left to the imagination.

Mr. Middleton's company, who are Austin agents, have been making applications for licences for replacement vehicles for this group over the past three years. These were unsuccessful until this year, when suddenly authori-

zation was received for 31 Austin Omnicoaches. Mr. Middleton says that it can be imagined how the purchasers of the new vehicles have been almost living with the company while awaiting delivery.

The fleet of Omnicoaches arrived in October and no doubt these modern vehicles are being greatly appreciated by passengers and those who have been fortunate enough to receive them.

Toughened Glass in 1667

A NEPHEW of King Charles I, Prince Rupert, is said to have discovered the heat-treatment method used for toughened glass. Apparently he observed an experiment in 1667 during which a globule of heated glass was dropped, possibly accidentally, into oil. The quenching caused the globule to become pear-shaped with a curved tail, and later breakage of the tail caused its disintegration. Since this discovery such globules have been known as Prince Rupert's drops.

During a visit of members of the technical Press to the Triplex fundamental-research laboratory, a Prince Rupert drop was immersed in a glass of water, and when the tail was broken off the release of energy shattered the tumbler. The reaction of the glass was identical to that resulting from the impact of a sharp stone on a toughened-glass wind-screen.

The glass used for this is rapidly cooled on both sides, thus hardening and contracting upon the interior part, putting this into compression. Breaking through the "skin" at any point then releases the stored-up energy of the entire plate.

Postal "Course" for Drivers

AN interesting scheme has been developed in America by the Movers Conference, the membership of which is comprised of those who, in Britain, are known as furniture removers. It is a driver-education programme devised to promote safety, reduce claims for damage, and improve relations between operators and customers.

The main feature is to be a monthly illustrated booklet, containing a running story, which will be posted to the homes of drivers of the companies participating. The central character in the story will be "Will Hall," a driver for "Safe and Sure Movers Co." He will be a composite character representing the best qualities to be found in outstanding drivers. Other contents will be quiz lessons on the regulations, proper handling, rules of the road and knowledge of the industry. Geared to the current issues will be monthly posters depicting the latest happenings in the lives of Will Hall, his family and assistants.

Already, more than 10,000 drivers have been enrolled or are pledged to support the idea, and the first issue will be made next January.

Worst-dressed Men?

MEMBERS of this editorial staff straightened their ties and shot out their shirt cuffs when they learned that, according to the Wholesale Clothing Manufacturers' Association, journalists were among the top 10 best-dressed men in the country. Bottom of the list came lorry drivers.

It is not imagined that this will cause much pain or heart-searching among those concerned, but the description is unfair when applied to those drivers who take the trouble to wear smart clothing issued to them by their employers.

Perhaps in the Lorry Driver of the Year competition, there ought to be marks awarded for sartorial elegance. A report then might read: "The winner, driving an articulated 10-tonner, looked particularly smart in his Lovat grey Terylene trousers and three-quarter length jacket of tan calf with slanting breast pockets. Around the neck of his drip-dry cream shirt he wore a Royal Artillery tie fastened with a rolled-gold pin . . ."

But somebody would be bound to write in and ask where else a tie would be worn.

One Hears—

That the world output of nickel has now overtaken the demand.

That greater use of this valuable metal can therefore be encouraged.

That the "Babycham for Hauliers" headline in "C.M." was not intended to raise false hopes.

That it was not a scheme to celebrate the Geo. Fizz Year.

Of a Chrysler driver's seat which swivels out to "meet" the driver and automatically returns as the door is closed.

That the average oil-consumption rate of single-headed 24- or 36-point Clayton Dewandre Multipoint chassis lubricators is 8,000 m.p.g.

Of a 20-year-old A.E.C. Regal bus, converted into a handsome caravan to sleep nine, which went to America for a family holiday tour lasting a month.

That American hauliers are being fined for keeping "improper logs."

That this term might cause embarrassment if used in similar cases in Britain.

From a General Motors expert, that the oil engine has not exhausted its potentialities of development.

That it will be supplanted by a new power unit only if this occupies less space, is lighter and more economical to operate, whilst being cheaper to make and maintain, and gives better performance.

That the heavy taxation on derv is a constant temptation to those who also carry stocks of tax-free oil fuel.

That any sudden reductions in purchases of taxed derv by individual operators are carefully noted by the Customs and Excise inspectors.

That a new range of V8 oil engines is being developed in the U.S.A. and a three-cylindrical unit for City work is under road test.

From Russia, that atomic-powered commercial vehicles and railway engines are receiving the attention of that country's designers.

That early next year Mobil Oil are to start the production of considerable quantities of liquefied petroleum gases, including propane, followed by butane.

That thousands of operators of oilers may have been relieved at the recent statement in Parliament as to the Medical Research Council having no evidence suggesting that the exhaust fumes are a contributory factor in causing cancer.



No Wholesale Revocations in View, says Mr. Hanlon

RUMOURS that a high percentage of goods vehicles was likely to be affected by recent disciplinary inquiries in the Northern Traffic Area were denied on Tuesday by Mr. J. A. T. Hanlon, Northern Licensing Authority. The suggestion was completely untrue, he said, although inquiries were being made about holders of special A licences using vehicles which were heavier than those authorized.

Some licences had already been revoked for weight irregularities which went far beyond trivial alterations through repairs. Thousands of operators and the general public had to be protected from such practices. Mr. Hanlon was opening a public inquiry to consider the revocation or suspension of special A licences held by Mr. G. Allinson, Etherley Dene; Mr. T. Dodd, Bedlington Station; Messrs. G. C. and A. Robson, Slaley; McPhee's (Newcastle), Ltd.; and Mr. N. Elliott, Haltwhistle.

At the outset, Mr. T. H. Campbell Wardlaw, for Mr. Allinson and Mr. Elliott, pointed out that notice of appeal had been given by Mr. J. Scott, Arlecdon, whose special A licence was revoked on November 6 for a weight offence.

Appeal Against Revocation

One of the grounds of this appeal was that the Authority had no power to revoke that licence, and as the present cases were similar the inquiry be adjourned until the Transport Tribunal had expressed their views. After hearing Mr. Scott's case, the Authority had purported to issue a short-term public A licence for the vehicle, but he was not entitled to do so. The revocation should be suspended until the appeal had been heard.

Mr. Hanlon said he agreed that Mr. Scott was prevented by the regulations from applying for an A licence for the vehicle, and he would order all short-term licences granted in these circumstances to be cancelled. But he was not prepared to suspend revocations, as the operators had had the benefit of extra weight. They could apply for short-term licences for vehicles—other than those revoked—of a similar or less weight than specified in their licences.

Mr. L. Wilkes, for K. and B. Motors, Ltd., said they had been asked to give evidence although they were not parties to the inquiry. They were not prepared to submit to cross-examination by all and sundry because there was no indication that they had done anything contrary to the law.

Mr. Hanlon replied that his information was that K. and B. Motors had acted as hauliers' agents in filling in forms and it was right that these matters should be ventilated in public.

No False Statement

Mr. Wardlaw submitted that on the official form, G.V. 1A, all that was asked for was the insertion of the weight specified in the registration book, so there was no false statement of fact. Also a statement of intention under Section 9 (4) of the 1953 Act could not apply to unladen weight.

Mr. Hanlon replied that, in his view, the weight entry was either false as declared or the whole form was a false declaration of intention. If Mr. Wardlaw's interpretation were correct, increases could be made in unladen weight without any form of control.

Mr. H. L. Walker, who is a director of H. L. Walker, Ltd., Stockton, told the Authority that if it were possible to revoke special A licences on weight grounds, every haulier in the country with such vehicles would be affected. When the British Transport Commission sold their vehicles the unladen weight often varied from 5 to 30 cwt, from that specified on the registration book.

Operators had had serious difficulties in replacing obsolete vehicles. Transferring to public A destroyed their commercial value. K. and B. Motors were one of the few concerns that had had the courage to buy a great many vehicles from the State, and

they had always suggested to customers that they should join the R.H.A. to have licensing matters properly attended to.

Adjourning the cases of Mr. Allinson and Mr. Elliott, the Authority said the vehicles would be re-weighted by Northumberland County Council, and the manufacturers of the vehicles would be asked for their unladen weight as delivered. In the absence of any information from K. and B. Motors, this was as far as he could go.

Mr. Wilkes protested that K. and B. Motors had had insufficient notice and had not been informed that irregularities were alleged. It was on his advice that evidence had not been given, but in view of the adjournment they would be in a position to give assistance at the next hearing on December 5.

Mr. J. Croft, for McPhee's, said that on November 11 an application was submitted for the addition of the five vehicles specified in the revocation inquiry to their public A licence. They had asked that the case be adjourned so that both could be held together.

The difference between the weights of the vehicles as specified and on re-weighting were (1) 1 cwt. 56 lb., (2) 15 cwt., (3) 36 cwt. 3 qrs., (4) 44 cwt. 56 lb., and (5) 33 cwt. 70 lb. However, he hoped to satisfy the Authority that these offences were not deliberate. They were making no allegations that any of the vehicles concerned had had their unladen weight altered by K. and B. Motors.

Mr. Hanlon said one of the vehicles, registered for the first time in the name of a K. and B. Motors employee and later transferred to McPhee's, was a Guy Invincible eight-wheeler registered as weighing 5 tons 15 cwt. 14 lb. The makers' specification was 7 tons 12 cwt. unladen. He would require to know how this alteration had taken place.

Mr. Croft submitted that no evidence had been called on behalf of the Authority, and he would resist any attempt to convict on hearsay. No inquiries had been made in these cases by enforcement officers. It was also irregular that McPhee's had not asked for a public inquiry but had merely been informed that one was to be held.

An adjournment was granted and the hearing continues.

OUTPUT UP: EXPORTS DOWN

FIGURES just issued by the Board of Trade show that commercial-vehicle output is higher than a year ago, but exports are lower.

During October, 29,544 commercial vehicles (28,366 goods and 1,178 passenger) were manufactured, compared with 25,346 (24,489 goods and 857 passenger) a year ago.

October's exports of 7,953 commercial vehicles (7,443 goods and 510 passenger) compare with those of 10,217 units (9,764 goods and 453 passenger) in October, 1957.

Unions Seek B.T.C. Pay Scheme for Bus Clerks

THE general secretaries of the National and Local Government Officers' Association, Transport and General Workers' Union and National Union of Railwaymen met Sir Brian Robertson, chairman of the British Transport Commission, on Tuesday, to discuss the establishment of national negotiating machinery for the supervisory and clerical staffs of bus companies. This action has been taken in view of the impending dissolution of the Industrial Disputes Tribunal.

In the past, Nalگو, in particular, have used the offices of the Tribunal to resolve disputes on the salaries of "white-collar workers."

LOW RATES ON NEW DOVER-CALAIS FERRY

A NEW commercial-vehicle ferry service by the short sea route from Dover to Calais will be inaugurated on January 19 by European Ferries, Ltd., 78 Leadenhall Street, London, E.C.3. They will operate the "Empire Shearwater" on the service. The journey will take 2½-3 hours. At the outset, three trips will be made weekly in each direction.

Freight charges are expected to be 5s. per sq. ft. on the overall measurements of laden lorries, trailers and containers, and 4s. per sq. ft. unladen. Rates for loaded pallets are being considered. Special arrangements will be made for the delivery of cars from manufacturers.

Because of the much lower port rates of Dover and Calais, the overall charges for consignments will be much less than those carried by ferries from London. Drivers with vehicles will travel free.

HOVE NOT TO TAKE BUS SHARE

ON the recommendation of their legal and Parliamentary committee, Hove Borough Council decided last week not to buy a share in the Brighton, Hove and District Omnibus Co., Ltd. Under a 1936 agreement, the council could have acquired a quarter of the company's share in the net receipts of the pool represented by the fleets of the company and Brighton Transport Department.

The committee pointed out that, whereas the company had made profits, the department lost money, and it would be unwise to take an interest in the pool as it may be ended in 1960 or in any year after that date.

LONDON TRAFFIC COMPETITION

A COMPETITION entitled "New Ways for London" has been organized by the Roads Campaign Council, 15 Dartmouth Street, London, S.W.1.

The competition will be conducted in two stages, a preliminary requiring a sketch scheme with sufficient details to explain the general plan and a final for which the assessors will select a maximum of six schemes from the first stage. More details will then be submitted.

Each of those selected will be awarded £250 within two months of receipt of the final schemes, and there will be three further prizes of £1,750, £750 and £250.

Car Transporter Grants Will be Reviewed: Deliveries Too Slow

LICENSING grants for car transporters are to be reviewed early next year because of the unsatisfactory position regarding delivery dates for new vehicles. This was stated last week by Mr. W. P. James, West Midland Licensing Authority, when he dealt with three applications for transporters at Warwick. He explained that he did not want grants to remain unsatisfied for a long time because of the danger of having to deal with further applications while vehicles for which licences had already been granted were still not on the road.

Three Spires Delivery Co., Ltd., Coventry, applied for two transporters on B licence with the conditions: "Completely assembled motorcars in specially constructed transporters, Great Britain, for home trade only." Mr. J. Foley-Egginton, for Three Spires, asked for "on wheels and not cased" to be added to the conditions to dispose of objections.

Mr. G. T. Carty, a director, said the vehicles had operated about five months under trade plates delivering Hillman, Standard, Jaguar and Humber cars for distribution to the home market. In the past 12 months, 4,119 cars had been delivered, but it was impossible to get transporters quickly enough to deal with them. A third transporter should be delivered in March.

Mr. James said the accountant's figures did not show the number conveyed by transporter during the past five months. The application would be adjourned until these figures were provided when, if they were satisfactory, it would be granted.

Eight Transporters Wanted

Motor Services (Coventry), Ltd., applied for a B licence for eight transporters in possession and five to be acquired with the conditions: "Completed motorcars on wheels on specially constructed vehicles between manufacturers, distributors and docks."

Mr. N. Carleff, for Motor Services, said the private objections would be met by the addition of: "Uncased and excluding cars for export manufactured by the Standard Motor Car Co., Ltd., and Triumph and Jaguar cars."

The company's manager, Mr. H. L. Fletcher, said that until two years ago, cars were driven by manufacturers, but they now preferred transporters. During the past year, practically their whole movement was by transporter using trade plates. The company could keep up with deliveries only by double-shifting three vehicles.

Up to April they had four transporters, and four had been added since. Five more were on order and they had assurances of delivery for November, January and February. Thirteen full-time drivers were employed.

Mr. R. A. Webb, for British Railways, submitted that the figures of car movements—2,650 up to April and 4,365 for the following six months—did not justify five additional vehicles. Three would do away with double-shifting.

Mr. James said a traffic examiner would be sent to view the vehicle records and if his report were satisfactory a grant would probably be made. One vehicle

must be regarded as for maintenance and he would require an assurance that double-shifting would stop.

Canley Car Deliveries, Ltd., Kenilworth, sought four transporters to add to 10 already on B licence, with the conditions: "Collection and delivery of new and completely assembled vehicles from the Standard Motor Co., Ltd., and Jaguar Cars, Ltd., for delivery as required." The addition of "uncased" satisfied the objections.

Mr. Foley-Egginton, for the company, said in the first 10 months of 1958 1,380 Jaguar cars and 3,319 Standards were carried for export, plus 1,982 Standards for the home market—a total of 26 cars per day requiring nine vehicles. In the same period, 3,718 Standard cars were driven to ports for export, and 1,829 to destinations for the home market, a further 22 a day.

The first transporter was expected in March, with the remaining three in April and May.

Mr. James questioned Mr. E. A. Barber, a director, concerning drivers' hours offences for which the company were convicted on November 3. He said that if they could not control 10 vehicles, he could not see why 14 should be granted. After receiving an undertaking that positive action would be taken and offenders immediately dismissed, he granted the application.

Mr. S. Herd, a representative of Jaguar Cars, Ltd., said their output was 12,000 cars per annum and they visualized a 10 per cent. increase in the next 12 months.

New Code for Drivers on Motorways

A CODE of conduct for drivers on motorways, emphasizing the importance of lane discipline, is now being distributed free to drivers and road transport organizations in the north-west by Lancashire County Council and the county police. It precedes the opening of the Preston motorway next Friday by the Prime Minister.

By next February the advice given in the code will have been reviewed by the committee on road safety, and the final text will be included in a revised edition of the Highway Code for general distribution.

Some of the points contained in the code are as follows: Do not use a motorway if the vehicle cannot maintain a fair speed. Learners are prohibited. Look out for direction signs to the

L.T.E. Cuts Mileage to Save £3m. a Year

IN the second stage of its efforts to cope with a situation in which decreased passenger demand and increased costs have contributed to its inability to meet annual interest charges by £4½m., London Transport on Wednesday made an effective cut in route-mileage of 3 per cent. Similar reductions were made last August.

Nominally the mileage reduction was one of 6 per cent., based on time-tabled services, but of these, at least 3 per cent. have not recently been worked because of staff shortages.

Economies have been effected by frequency reductions in the majority of central routes. Four complete routes and five sections of others have been withdrawn between Mondays and Fridays. Further general reductions have been made in the in-town area on Saturdays, and 27 routes and 11 sections of other routes are to be withdrawn altogether on Sundays.

In the past eight years, London Transport has lost approximately 700m. passengers a year: since the strike of May and June, nearly 28 per cent. fewer Londoners were carried than in the corresponding period of 1950.

Reductions in mileage so far carried out amount to 24 per cent. and are calculated to save £3m. annually.

"PIRATE" BUSES RUNNING

SEVEN Finchley Liberal councillors last week-end began running two hired single-deckers between Golders Green and East Finchley stations without charge at rush hours. More than 500 people used the vehicles on the first day, and the councillors planned to introduce another service between East Finchley and Hendon Central next Sunday.

These moves were intended to counter London Transport's reductions in services, and it was decided earlier this week to apply for a licence so that fares could be charged.

approaches to the motorway and give way to traffic already on it.

Keep well to the left, except when overtaking, and keep within lane markings. On a three-lane carriageway it is permissible to drive in the centre lane when the left-hand lane is occupied by slower-moving vehicles. The right-hand lane is for overtaking only.

Reversing or turning in the carriageway and crossing the central reservation are forbidden. Stopping on the carriageway, slip roads, central reservation and adjacent verges is forbidden. In an emergency or breakdown a driver must pull off the carriageway on to the hard shoulder on the left. In the event of a puncture, do not brake suddenly. Do not drive on a motorway after dark on side lights only.

Big Scottish Bus Companies Will Seek Fare Increases Next Month

A BATCH of applications for higher fares will be dealt with by the Scottish Traffic Commissioners at Edinburgh on December 17 and 18. Scottish operators will be joined by English companies who cross the border in seeking increases. Altogether, eight companies will apply—Scottish Omnibuses, Ltd.; Western S.M.T. Co., Ltd.; Central S.M.T. Co., Ltd.; W. Alexander and Sons, Ltd.; David Lawson, Ltd.; Ribble Motor Services, Ltd.; Birmingham and Midland Motor Omnibus Co., Ltd.; and the North Western Road Car Co., Ltd.

Haulier "Could not Afford Letter"

WHENEVER the Ministry of Pensions tried to see Cecil Leary Banks, a Sleaford (Lincs) haulier, he always appeared to be out. Then they wrote to him about stamps missing from his National Insurance card, and he answered asking them not to contact him again because he could not afford to reply.

This story was related to Sleaford Magistrates, last week, when Banks, of Boston Road, Sleaford, denied failing to pay contributions between November 24 and December 24, 1957. He was fined £1 and ordered to pay £18 14s. 8d. arrears.

Mr. J. G. Proctor, prosecuting, said Banks was an owner-driver. When he returned his 1957 insurance card it was found that it bore only 20 stamps in all, but Ministry inspectors were unable to catch him at home. In reply to a letter he said: "I am broke now and badly need the money I have spent on insurance stamps. I knew the thing would break me right from the start."

In the letter, Banks said he regretted he was unable to call at the local Ministry office, and he added: "Please don't write to me any more. I can't afford to pay for the reply."

In court, Banks said he had not always been working so he did not consider it necessary to pay anything. When he did work he earned no more than an ordinary employed person.

He was allowed a month to pay the £1.

10 HOURS' REST HAVE TO BE CONSECUTIVE

THE 10 hours' rest in 24 for lorry-drivers, laid down by law, must be consecutive. Taunton Magistrates were told last week. Mr. D. J. Cooper, for the Ministry of Transport, stressed this point when Martin and White (Taunton), Ltd., Kingston, Somerset, faced six summonses relating to drivers' hours.

Mr. Cooper said the company had been under the impression that they were complying with the regulations if their men had 10 hours' rest. They did not realize that this had to be a complete rest period. Since the matter had been brought to their notice they had complied in every way, and their schedules had been revised.

The company were fined a total of £18, with £8 15s. 9d. costs.

B30

Scottish Omnibuses said last week that they proposed to increase single fares from 4d. to 6s. 5d. by between ½d. and 3d. Over 6s. 5d. they wanted a 5 per cent. increase. For returns, they wanted increases of 1d. and 2d. on those up to 4s. 11d., with a 5 per cent. increase on returns over 5s. Workers' fares would go up by ½d., whilst school tickets and limited journey concessions would also be affected.

United Automobile Services, Ltd., are to ask the Northern Commissioners for increases ranging from ½d. to 2d. on single fares, and between 2d. and 4d. on returns.

Second Application

East Yorkshire Motor Services, Ltd., are to ask the Yorkshire Commissioners to permit a 12½ per cent. increase on the rates for contract tickets, together with an extra 1d. on single fares up to 1s. and 2d. on those from 1s. 1d. to 2s. They are not seeking any revision of return fares. Earlier this month they were granted increases, but withdrew an application to put up the price of contract tickets. They warned, however, that a further application would have to be made (*The Commercial Motor*, November 14).

The Lincolnshire Road Car Co., Ltd., say their application for increases will be made "any time now." They hope, however, to keep increases down to a minimum.

The introduction of more one-man buses is planned by the United Counties Omnibus Co., Ltd., as part of their economy drive. Mr. J. T. E. Robinson, general manager, said last week that if nothing exceptional happened, and the company's plans succeeded, he was confident that no increase in fares would be required.

The West Riding Automobile Co., Ltd., will seek increases on December 4, but they will be faced with objections by Wakefield Corporation and eight other local authorities.

"ROADS WILL BREAK UP"

CLASSIFIED roads will break up unless the Government allow local highway authorities more money for repairs, Lord Derwent, chairman of the British Road Federation, has told the Minister of Transport. At least half the grant-aided roads in England and Wales needed more money for essential works to be undertaken, he said. The Minister has been asked to increase grants to the equivalent of those in 1957-58, the peak post-war year.

Men in the News

MR. A. WIGGLESWORTH, works superintendent with Bradford Corporation Transport Department, has retired after 39 years' service.

MR. P. OSMOND, sales manager of Wadhams, Ltd., at the Avenue, Southampton, has been appointed to the company's executive.

MR. PERCY SMITH, traffic supervisor at Loftus (Yorks) for United Automobile Services, Ltd., has become the company's traffic supervisor at Middlesbrough.

MR. ERNEST SPENCER, chief staff officer with the Trent Motor Traction Co., Ltd., for the past 11 years, is leaving the industry. He has been with Trent since 1918.

MR. F. A. FIELD has been appointed general sales manager of Firth Cleveland Tools, Ltd. For many years he held a similar executive position with Black and Decker, Ltd.

MR. F. J. BILLYARD, formerly sales manager for W. S. Yeates, Ltd., Loughborough, will become northern sales manager of Thomas Harrington, Ltd., Hove, on January 1.

MR. J. GREEN, traffic manager of the North Western Road Car Co., Ltd., who recently received the M.B.E., is to retire at the end of January. The company are advertising for a successor.

MR. M. M. TIMMINS has been appointed manager of the tyre mileage division of the Goodyear Tyre and Rubber Co. (Gt. Britain), Ltd. He was previously assistant manager, after joining the company in 1949.

MR. R. T. RICHEY, manager of the Motor Industry Division of Expandite, Ltd., is on a visit to Belgium, Holland, Austria and Germany. Accompanying him is Mr. A. J. ORBELL, of the Overseas Division, who intends to stay in Germany for some weeks.

MR. WALTER WEST, deputy managing director of Leyland Motors, Ltd., and chairman of Scammell Lorries, Ltd., is to make a 12-week tour of India, Ceylon, New Zealand and Australia accompanied by Mr. F. GRIMSHAW, Leyland general works engineer. Mr. West is to survey the establishment of foundries in India, and examine how the use of heavy all-wheel-drive vehicles can be expanded. In Australia he will attend the inauguration of the new Leyland factory which has been built at Melbourne.

PHILLIPS GET FULL GRANT

AN application by Frank Phillips (Haulage), Ltd. (*The Commercial Motor*, October 31) to transfer five B-licence vehicles to A licences has been granted in full by Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority. The B-licence vehicles were restricted to radii varying from five to 35 miles. Four hauliers and the British Transport Commission objected.

Discretionary Inclusive Fares for Tours Upheld

COACH operators in the north-west who fix their own inclusive charges for named tours last week defeated a move to have the system altered (*The Commercial Motor*, November 21). Mr. F. Williamson, chairman of the North Western Traffic Commissioners, said no amendments were necessary.

Discretionary inclusive charges were first allowed last year, on the understanding that express operators could have the matter reviewed after 12 months. Yellowway Motor Services, Ltd., initiated last week's hearing, suggesting that fixed charges should now be instituted again.

They were backed up by W. C. Standerwick, Ltd.; Ribbles Motor Services, Ltd.; Scout Motor Services, Ltd.; North Western Road Car Co., Ltd.; and British Railways, although the railways withdrew on the second day. The six tours operators concerned were Florence Motors, Ltd.; Batty-Holt Touring Services, Ltd.; Happiway Tours (Manchester), Ltd.; W. Robinson and Son (Gt. Harwood), Ltd.; Smith's tours (Wigan), Ltd.; and Stanley Spencer Tours (Manchester), Ltd.

Mr. S. Moss, for Florence, said he did not see why their fares should be the same as those charged in other areas. They were not unreasonable, and they did not want a reduction. Unless it were shown that the inclusive fares were affecting the road fares, the Commissioners should not interfere.

For Batty-Holt, Mr. H. Backhouse contended that Yellowway had failed miserably at the inquiry. Yellowway made nearly 100 per cent profit on their working, which meant that only half their road fare was needed to cover all administrative expenses.

Replying, Mr. F. D. Walker, for Yellowway, said he realized that little evidence had been produced, so all he could do was to ask that the charges of fantail tours should be altered.

Mr. Williamson said the suggestions put forward by Yellowway could not be approved.

PICKFORDS BREAK THEIR CLEAN RECORD

WHEN summonses against B.R.S. (Pickfords), Ltd., were heard at Salford, last week, it was stated that the company had been delivering petroleum spirit since 1925 and had never been convicted for contravening the regulations.

Their record was broken, however, when the magistrates imposed fines totalling £35 on three charges—using a tanker without a fire extinguisher, without the words "petroleum spirit, highly inflammable" painted on it, and using the vehicle with leaking valves.

WHY ARE THEY THERE?

A PLEA for research into the nature of traffic in towns was made last week by Mr. W. A. Winson, at a meeting at Hitchin of the Traders' Road Transport Association. It would, he said, be aimed at discovering why road users, including motorists, were in a particular place at a particular time.

Mr. Winson was speaking on the "Kerb Space is Precious" campaign.



This Seddon DD8 with Gardner 6LX—the subject of a road-test report on pages 624-627—has been supplied by Halls (Finchley), Ltd., to Cyprien-Fox, Ltd.

"Big Fleets Need a Common User"

IT is not desirable for a haulier with a large fleet to have vehicles operating under separate normal users, Mr. Alex Robertson, Scottish Deputy Licensing Authority, said last week. He granted an application by Allison's Transport (Contracts), Ltd., for seven platform vehicles and two articulated outfits on A-licence in place of seven on special A and two on A-licence with a restricted user.

Mr. James Allison said the fleet was operated as a unit, but two of the vehicles were more or less restricted to local work. If the application were granted, all the vehicles would take their turn at this work. New vehicles operated mainly on long-distance haulage but they could be switched to local running when they had served their purpose.

Rootes Truck Sales Up Last Year

DESPITE difficult conditions, many more commercial vehicles were sold last year by the Rootes Group than in the previous year, says Sir William Rootes in his annual statement.

He urges the Government not to be precipitous in entering into commitments in European free trade unless Britain obtains fair trading conditions. He stresses the importance of maintaining present cost levels or, if possible, reducing them.

"I cannot, however, be confident that inflation in this country has been held, and I therefore feel the industry's competitive position internationally can become somewhat precarious," he says. He also attacks purchase tax which, in the case of commercial vehicles, he describes as "quite indefensible."

A-licence Grant to Stand—Tribunal

THE grant of four A-licence vehicles in place of six on contract-A to Taylors (Contract Hire Service), Ltd., Glasgow, was upheld by the Transport Tribunal in Edinburgh last week. The decision of Mr. W. F. Quin, Scottish Licensing Authority, had been contested by the British Transport Commission and 12 private hauliers.

For the B.T.C., Mr. R. R. Taylor said the company's contract vehicles transported machinery between factories operated in the Glasgow area by Rolls-Royce, Ltd. Because Rolls-Royce wanted to give up contract working, Taylor's had made their application.

However, in such circumstances it was the applicants' task, in making out their case, to prove that the customer would employ them and use the vehicles concerned, and to show that the work could not be done with existing vehicles. In this case, Taylor's already did work for Rolls-Royce with 14 A- and special A-licence vehicles, and the B.T.C. considered they did not need any more.

For Taylor's, Mr. C. H. Johnson claimed that there was not a shred of

evidence to suggest that the company had too many lorries, or that they were trying to get round the regulations.

Giving judgment, Mr. Hubert Hull, president, said the B.T.C. were overstating the matter when they claimed that no more vehicles were necessary. If a third of the work could be carried out with existing vehicles Taylor's needed another four to carry all the traffic. All but two of the company's vehicles had normal users restricting their work, which was a point to bear in mind.

The Tribunal were satisfied that Mr. Quin's assessment was correct, and the four vehicles would be allowed to stay on the licence.

The hauliers who appealed were: J. and A. Smith of Maddiston, Ltd.; John F. Dunn, Ltd.; John Barry (Contractors), Ltd.; Peter Hastie, Ltd.; A. and J. MacLellan, Ltd.; William Carmichael, Ltd.; McKelvie, Ltd.; Robert Pollock; A. and D. Lyon (Carriers), Ltd.; Reid Bros.; John Smillie, Ltd.; and the Glasgow Hiring Co., Ltd. They were represented by Mr. R. Mackenzie, but he was not called upon to speak.

Union Will Rule Birmingham Bus Overtime Schedules

LISTS of busmen to work week-end overtime for Birmingham Corporation will be drawn up by representatives of the Transport and General Workers' Union in future. This was announced last week by the Union's district secretary, Mr. Harry Green, when he commented on the transport committee's decision to give Union members the first chance of week-end overtime.

Mr. Green said he had approached the committee, and they agreed to his proposals. Of the 5,200 platform workers, 99 per cent. were in the Union, and those who could not join on religious grounds would be treated as members.

The system has been denounced by both Conservative and Liberal members of the city council. Cllr. E. Millington, Conservative, said it was the thin end of the wedge, which would lead to the Union running the department and saying what services would be operated. The management should be the authority in drawing up overtime lists.

Mr. W. L. Lawler, chairman of the local Liberal organization, said it was clear that the council's dominating Socialist group regarded themselves as the Union's servants. In these circumstances, negotiations conducted by the transport committee were little more than a farce.

120-FT. PICKFORDS LOAD

ONE of the longest loads ever handled by Pickfords' Heavy Haulage Service—a 120-ft. steel column weighing 50 tons—was manoeuvred through Manchester during the daytime last week. Special permission had been granted because it was urgently needed for a new oil refinery being built at Cork.

It took six days to haul the load from Stockton-on-Tees to Birkenhead. There balloon-tyred bogies were fitted and it was towed across the Irish Sea by four tugs. On the journey to the docks, two Scammell tractors were employed, manned by a crew of seven.

B.R.S. CONTINENTAL RECORD

THE heaviest load ever shipped on one trailer by British Road Services' Continental Ferry Service has arrived at Corby (Northants) after a journey from the Ruhr. The consignment, 13 ft. 6 in. wide, was loaded on a 60-ton pneumatic-tyred low-loader trailer owned by B.R.S. (Pickfords), Ltd., who organized the transit.

It was taken to Antwerp by a Continental haulier's tractor, and then shipped aboard the m.v. Bardic Ferry to Tilbury. There a Pickfords tractor took over.

MORE TANKERS NEEDED

AN increase in the demand for tankers is forecast by Mr. H. R. Hood Barrs, chairman and managing director of the Steel Barrel Scammells and Associated Engineers, Ltd., in his annual statement. He says the Steel Barrel Co., Ltd., have been employed to maximum capacity.

B32

This 120-ft.-long steel vessel, with a maximum width of 16 ft. 6 in., negotiated a bridge only 8 ft. 6 in. wide, five miles from Chester, on the A 51 road. It was on its way from Stockton-on-Tees to the Irish Refining Co., Ltd., Cork.



Furniture Carrier Must Produce Figures

IF a haulier using an A-licence van to carry small items of furniture within a limited radius were allowed to use a B-licence vehicle instead, the A-licence unit would be released for other work to the detriment of competitors. This was submitted by B.R.S. (Pickfords), Ltd., last week, when they opposed an application by Mr. S. E. Watson, heard by the West Midland Licensing Authority, Mr. W. P. James.

Mr. Watson wanted to vary the conditions of his B licence by adding: "Furniture—second-hand, new and antique—within 20 miles of base." On his behalf, Mr. E. Moore said his 1,000-cu.-ft. furniture van on A licence was fully employed, but he had a B-licence van of about 350 cu. ft. which worked mainly in the mornings on school meal and newspaper deliveries.

Some of Mr. Watson's work was the collection and delivery of antiques, small items of furniture and pianos, within a limited radius, which at present had to be fitted in between removals. It would be more economical, and advantageous to customers, if the B-licence vehicle could take over some of the work.

Mr. R. A. Webb, for Pickfords, said this change would release the A-licence van for other work, so competitors would be hit by a grant. He was told that no separate figures were kept for the vehicles.

Mr. James said these figures were most important and the hearing would be adjourned until they were produced.

WEYMOUTH COMPETITION DATE

THE Weymouth round of the Lorry Driver of the Year Competition will be held on either Saturday, April 18, or Sunday, April 19, depending on the wishes of competitors. Operators are asked to advise Mrs. J. P. Hall, organizing secretary, 36 Broadmeadow Road, Wyke Regis, Weymouth, Dorset, which day they prefer.

Linked Services Can Be Attacked Later

OPPORTUNITIES exist of attacking a linked service—and, if desired, bringing the issue to appeal—when application is made for licences to continue to operate the service," the Minister of Transport has reminded Wallace Arnold Tours, Ltd. He has dismissed their appeals against the Yorkshire Traffic Commissioners' refusal to license express services from Leeds and Knottingley to Llandudno.

At the inquiry before Sir Oswald Allen at Leeds in July, there was a great deal of argument about whether or not the coach operator respondents had shown bad faith in linking their services from Leeds and Bradford to Llandudno. The relevant licences were not under appeal and the Minister has not taken into consideration the circumstances in which the services came into existence. He has treated them as properly authorized.

On the evidence, he finds that existing rail and road services from Yorkshire to North Wales are adequate.

B.M.C. SALES REACH £265m.

SALES of the British Motor Corporation, Ltd., in the year ended July 31 last reached a record of £265m. Sir Leonard Lord, chairman, announces that since that date sales have been greater than were expected.

More than 10,000 vehicles a week were made between August 7 and the end of October. Last year 290,922 vehicles were sold and exports reached a record of 214,005 units.

"HEAVIES" STILL IN DOLDRUMS

CONDITIONS in the heavy-vehicle industry, which is working at only two-thirds of its capacity, are unlikely to improve in the coming year, says Mr. A. B. Waring, chairman and managing director of Joseph Lucas (Industries), Ltd., in his annual statement.

He criticizes the purchase tax on goods chassis, which has affected orders.

Mr. Nelson Criticized by Counsel

A FIERCE argument developed at Bristol, on Monday, between Mr. S. W. Nelson, Western Licensing Authority, and Mr. J. R. C. Samuel Gibbon, representing the British Transport Commission. Mr. Nelson was hearing an application by Mr. Richard Read, Longhope, Glos, for the addition of two vehicles and a trailer to his A licence and the amendment of the normal user covering five existing A-licence vehicles.

Mr. Gibbon produced a large batch of figures and pointed out that he had sent copies to the Licensing Authority and to Mr. T. D. Corpe, representing Mr. Read. However, Mr. Nelson remarked that no percentage of vehicle availability was included, and he was backed up by Mr. Corpe, who stated that he had particularly asked for those figures.

At that point, Mr. Nelson adjourned the case to work out the percentage for himself, adding that it was the last time he would ever do it.

Continuing the case, Mr. Gibbon pointed out that as he was representing the objectors it was up to him to advise them on what figures were necessary. He did not intend relying on vehicle availability as part of his case.

Mr. Nelson: "The Tribunal have quite clearly indicated what they require and I know what I want. That is why I asked for the figures."

Mr. Gibbon: "This traffic area is without parallel in all my experience!"

Mr. Nelson: "I reject your criticism, Mr. Gibbon. I am entitled to examine these documents."

At a later stage, when more figures were being produced for the objectors, Mr. Nelson suggested that they ought to be certified, in the same way as applicants' figures. Mr. Gibbon replied that objectors' figures would not come within the scope of an accountant.

The case was adjourned *sine die*.

HAULAGE GROUP HANDLES 31,816 TONS

DURING 12 months, Macclesfield Transport, Ltd., the Cheshire co-operative haulage group, handled 31,816 tons of traffic, involving 4,276 vehicle movements, Mr. F. C. Jackson, chairman, said at the company's annual dinner last Friday. This was a large achievement in an area that was not highly industrial.

The group had tried to cater for part-lots, but the task was becoming increasingly difficult when even tighter schedules were being set by customers. More advance planning by users would be helpful.

Daily services covered the south, the Midlands and Yorkshire, and went twice a week to Scotland. Vehicles run by members of the group were now all working under the name of Macclesfield Transport.

Mr. P. S. Edwards, dispatch manager of Thames Board Mills, Ltd., pointed out that patterns of transport were changing and mechanical handling demanded special vehicles and systems.

Chancellor Stalls on Chassis Purchase Tax

WHEN the question of purchase tax on commercial-vehicle chassis was raised in the House of Commons, on Tuesday, the Chancellor of the Exchequer, Mr. Heathcote Amory, was non-committal. He had been asked by Mr. Gerald Nabarro (Cons., Kidderminster) to remove the tax forthwith because of the evidence that it was causing damage to our export trade in commercial vehicles.

The Chancellor said he had noted Mr. Nabarro's views, although he could not agree with his inferences.

Mr. Nabarro said a militant factor in depressing British export sales of commercial vehicles had been the extraordinarily high purchase tax paid on the home market—some 15 times greater than our German competitors.

He asked the Chancellor to review the tax and relieve it before the next Budget in view of present conditions in the export trade and because its yield was relatively tiny in relation to the whole of purchase tax.

There was laughter when the Chancellor remarked that Mr. Nabarro had started his campaign rather early this year. He added: "It would be very dangerous for me to start agreeing with you at this early stage."

R.H.A. AND COAL SWITCH TO RAIL

FURTHER consideration was given by the national executive committee of the Road Haulage Association, on Wednesday, to the agreement between the British Transport Commission and the Central Electricity Generating Board for the transfer of coal traffic from road to rail.

The committee also received details of the Association's publicity campaign, due to be inaugurated on March 1 and briefly outlined by *The Commercial Motor* last week.

Consideration was given to four resolutions from the Association's conference at Torquay last month. They concerned the standard of fitness of cafés, employers' liability for the falsification of records, the use of farm tractors for hire or reward, and a proposal that a central public authority should be set up to take over responsibility for the roads.

Devon and Cornwall Area urged on the executive that all vehicles up to 10-cwt. payload capacity should be free from the speed limit and should not require log sheets. The Metropolitan and South Eastern Area called attention to the slipperiness of some plastics materials being used for white lines on roads. The Northern Area called for the standardization of flashing indicators.

SPEEDS FOR LIGHT VEHICLES

A CHANGE in the speed limit for light goods vehicles, including pickups, was being considered by the Minister of Transport, who hoped in the near future to obtain the opinions of representative organizations on the subject. This information was given in a Parliamentary reply last week.

Give Traffic to B.R.S., Railways Suggest

OBJECTING to a Blackpool haulier's request for an extra A-licence vehicle last week, British Railways suggested that if his customers could not get satisfaction they should transfer some of their traffic to British Road Services. The haulier, Mr. H. Parkinson, wanted a 3½-ton vehicle and undertook that a licence held by Mr. G. E. Currey, which he operated, would be surrendered if the application were granted.

Mr. Parkinson said he worked mainly for four concerns—Ribble Paper Mills, Ltd.; Fleming Bros. Structural Engineers, Ltd.; Walter Dennis, Ltd.; and Stainless Steel, Ltd. Mr. R. Michael, of Fleming's, said their business was increasing and it would prove inconvenient to them if the application were refused.

Replying to Mr. J. Kershaw, for British Railways, he said a refusal would mean that traffic would have to be taken elsewhere. Mr. Kershaw then suggested that B.R.S. could have some of it, but Mr. Michael replied that they were too expensive. However, he did not deny their willingness or ability to handle it.

The case was adjourned for a second time.

DORMOBILE: ANOTHER VIEW

ANOTHER Dormobile speeding case was heard on Tuesday, but this time it was decided that the vehicle was restricted to 30 m.p.h. at all times. Sidney Arthur Hall, Cecily Road, Coventry, denied speeding and reminded Coventry magistrates that there was divided opinion about whether a Dormobile was restricted. Fining him £1, Mr. F. E. Shanks, presiding, said it would be interesting if there were an appeal.

Last month, a similar case was dismissed at Daventry, Northants (*The Commercial Motor*, October 3).

MOBILE SHOP FOR WOOLWORTH

A MOBILE shop based on an A.E.C. Reliance chassis, and having a separate entrance and exit—one on each side of the cash till—has been built for F. W. Woolworth and Co., Ltd., by Eustace and Partners, Ltd., Western Avenue, London, W.3. The shop sells packaged foodstuffs, groceries, soap and hardware.

The vehicle is the first of its kind to be operated by the Woolworth concern, and has been put on trial service in the Wickford area of Essex.

END OF "STANDING" RULE?

EFFORTS will be made on Monday by leaders of the London busmen to persuade London Transport to modify or abolish the rule allowing five passengers to stand at peak periods.

£300,000 BRISTOL BRIDGE

TO ease congestion in the Bedminster area of Bristol, a £300,000 duplicate bridge is to be built, starting in April, 1960. The new bridge will be 43 ft. wide.

Electric Railway Again Accuse Crosville: "Delaying Tactics"

ANOTHER clash between Crosville Motor Services, Ltd., and the Llandudno and Colwyn Bay Electric Railway, Ltd., occurred at Chester, on Monday, when L.C.B.E.R. asked for a new frequency between Llandudno and Colwyn Bay. During the hearing, Mr. T. Amphlett, for L.C.B.E.R., claimed that Crosville had done their best to hold up the proceedings and had rejected every compromise suggestion. Crosville denied both these allegations.

Mr. D. R. P. Baker, secretary of L.C.B.E.R., said they originally applied to reduce the frequency between the two points from 10 to 15 minutes, but this meant a clash of timetables. Now it was proposed to institute a 20-minute frequency, with 10-minute shuttle services at each end. This would mean some revenue being lost, but the work of three bus crews would be cut out, resulting in a weekly saving of £125.

He pointed out that operating costs, excluding depreciation and the recent wage award, were 18d. per mile, whereas receipts in the week-end of November 15 and 16 were 17s. 3½d. per mile. There would be worse to come as the winter progressed.

Wasteful Operation

Mr. Amphlett submitted that L.C.B.E.R. were faced with extravagant and wasteful winter operation, which was why they revised their timetable in August.

Replying for Crosville, Mr. J. Edward Jones said it was completely untrue that they had tried to hold up the application—L.C.B.E.R. were at fault for being ill-prepared. When an agreement was reached on timetables earlier, the railway company applied for amendments before it became effective.

The North Western Traffic Commissioners had refused to cut Crosville's timetables, so an appeal was lodged, and now the whole question should await the Minister of Transport's ruling. The fact was that L.C.B.E.R. wanted to leave the worst parts of the route to Crosville.

Mr. F. Williamson, chairman, said the railway company had insisted on the case being heard, although it might be undesirable in view of the fact that the matter was now before the Minister. However, the Minister's view might still have to be sought on whether it was proper for the Commissioners to give a decision at this stage. Decision would be reserved, and the two local authorities involved would be asked their views.

If Crosville wanted to persist in their objection they should give detailed reasons in writing. The Commissioners undertook that, if the Minister made no order, the timetables would be reviewed at the end of the winter season.

ANOTHER BIG PAY MEETING

A SECOND national conference will be held in London early in the New Year after seven provincial meetings have been convened by the Transport and General Workers' Union to consider the formation of a national policy for busmen's wages.

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Unlimited B Licence in Danger

ALTHOUGH Copestick and Farrell, Ltd., sheet metal manufacturers, Fenton, Stoke-on-Trent, had a 5½-ton vehicle on B licence for "general goods as required," they were so busy carrying their own goods that no haulage had been done for a year.

The West Midland Licensing Authority, Mr. W. P. James, was told this at Hanley, last week, when the licence came up for renewal.

Mr. W. Bleach, secretary, said the vehicle carried the company's own goods locally and to Fraserburgh, Huddersfield, Preston and Cheshire. They had so much work that it was required back as quickly as possible and there was no time to look for backloads.

It looked as if all that were required was a C licence, said Mr. James, but, as Mr. Bleach was speaking from memory, he would give the company an opportunity to provide schedules for two years. Decision would be reserved until this had been done.

OVERLOADS: £20 FINES

FOR allowing two men to drive overloaded vehicles, D. Callander (Forfar), Ltd., Roberts Street, Forfar, were fined £20 at Dundee Sheriff Court last week.

Leyland Office: The western regional sales manager of Leyland Motors, Ltd., is now at Peter House, Peter Square, Oxford Street, Manchester, 2.

Labour's Intentions: The Socialist intention to restore road haulage to full public ownership is reiterated in a policy statement issued on Monday.

Import Restrictions: The import of vehicles which are not fitted with stop lights and turning indicators will be prohibited by the Dominican Republic from next July.

£1m. Orders: Orders to the value of more than £1m. have been received by Albion Motors, Ltd., for their latest Chieftain models. Half of the demand has come from Africa, Australia, New Zealand and Holland.

More for Mechanics: Skilled mechanics in the motor trade have been awarded an increase of 2d. an hour. Semi-skilled and unskilled workers receive 1½d., women 1½d. and juveniles a proportionate increase of about 4 per cent.

Rover-Willys Link? Mr. S. B. Wilks, chairman of the Rover Co., Ltd., says discussions are taking place with Willys Motors, Inc., to discover whether there would be advantages from an association between the two companies in certain fields of production and distribution of four-wheel-drive vehicles.

MUNICIPAL OPPORTUNITIES

Carmarthenshire County Council are to purchase three 3-tonners.

Watford Housing Committee seek to obtain a Karrier Bantam.

Exeter Watch Committee are recommended to obtain a Morris ½-ton pick-up.

Oldham Corporation are to buy two Bedford tippers from the Wellington Garage.

Manchester City Council are to obtain a Morris-Commercial 1½-ton van from Kennings, Ltd.

Portsmouth City Council are advised to acquire an Austin Omnitruck from Haig's Motor Co., Ltd.

Southgate Health Committee recommend that Hest's Garages, Ltd., supply a Thames 5-cwt. van.

Guildford Works Committee recommend that a Dennis lorry and a gully-cesspool emptier be acquired.

Walsall Health Committee propose to buy a Bedford ambulance from Charles Attwood and Sons, Ltd.

Leicester Corporation are to replace their ambulances over the next four years at a cost of over £40,000.

Blackpool Transport Committee wish to purchase a Bedford-Eagle cesspool emptier from the Queensborough Motor Co., Ltd.

Torquay Highways Committee wish to buy five 3-ton tippers and a 10-cwt. van. The waterworks committee require a 5-cwt. and a 10-cwt. van.

Sheffield City Council are recommended to obtain two Commer 1½-ton vans from the Deighton Motor Co., Ltd., and a Thames 10-12-cwt. van from Autoways (1931), Ltd.

Bradford Finance Committee approve the purchase of three coaches to carry physically handicapped persons. The water committee seek to obtain a Bedford Workobus from the Alfresco Garage, Ltd., two Commer 8-cwt. vans from the Thornton Engineering Co., Ltd., two Commer Superpoise 3-4-tonners from Grace and Sutcliffe, Ltd., and a Comet tipper from Leyland Motors, Ltd. The watch committee are to replace a police van. The markets committee seek to acquire an Austin 10-cwt. van from A.B.C. Garages, Ltd.

Oxford Ring of Roads Planned

WORK is to start shortly on the £1½m. Oxford Western By-pass, which should be completed by March, 1961. When the project is finished, Oxford will have an almost complete ring of by-passes, and the Ministry of Transport hope to complete a full circle by building connecting roads.

The Western By-pass will be 3½ miles long, with a number of bridges and a large fly-over. It will relieve the city of heavy industrial traffic.

Micrograms . . .

Bus Forecast: Sheffield Transport Department expects a £24,000 deficit in the present financial year.

Change-over Delayed: The conversion from trolleybus to motorbus working at Hastings has now been postponed until May 1.

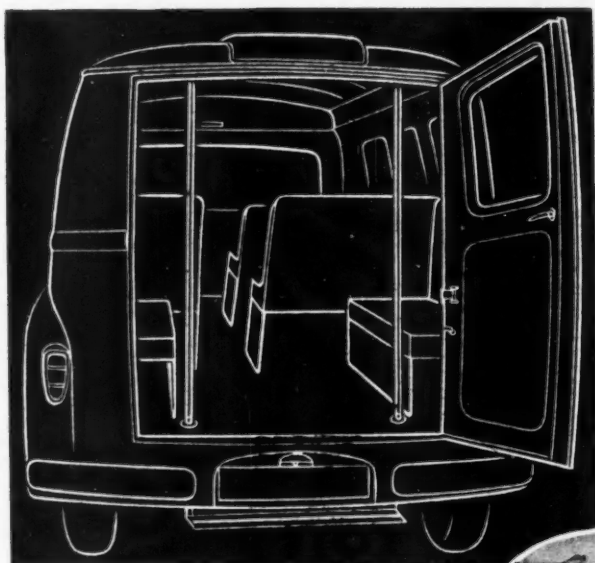
National Benzole's Move: The Northern Divisional offices of the National Benzole Co., Ltd., have been moved to larger premises at 140-150 Pilgrim Street, Newcastle upon Tyne, 1.

Coach Terminal Plan: A new scheme for building a coach terminal at Scarborough has been put forward by the finance committee following the council's rejection of plans earlier this year.

Lancia Two-speed Axle: The two-speed axle fitted to the Lancia Esadelta 5-7-tonner, described in the Turin Show report (November 14), is an Eaton 18800 unit, for which a bulk production order has been received.

Best B.R.S. Depot: The Walker Cup, for which British Road Services depots throughout the country compete annually, has been awarded this year to the South Yorkshire Parcels Branch, in the North East Division. It is the first time a parcels branch has won the cup—awarded for efficiency.

Kenex conversions – first to comply

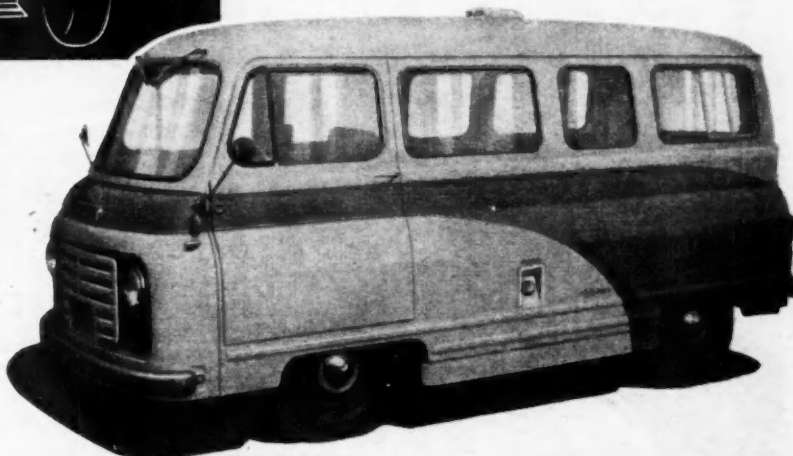


New P.S.V. regulations for 12-seaters

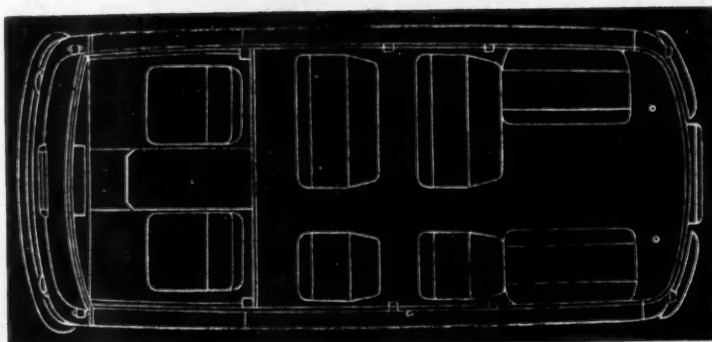
The recently announced Revised Conditions of Fitness Regulations permitting 12-seaters to be used as public service vehicles should — to quote the Ministry of Transport — “enable many vehicles to be adapted at reasonable expense”. KENEX Conversions are the answer. The coach illustrated is a KENEX conversion on the Austin “152” standard van. It is fitted with de luxe seating for 12, including the driver, and is completely qualified for a Public Service Vehicles Certificate of Fitness. Superbly comfortable and attractively styled throughout it is available in a choice of eight finishing colours. Dual shades are extra.

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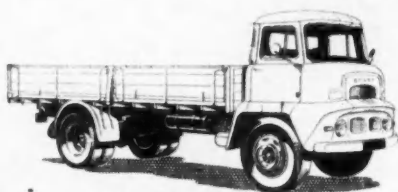
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Matching up to the toughest tasks

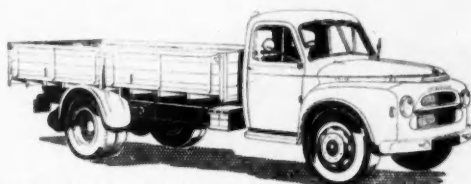


DODGE

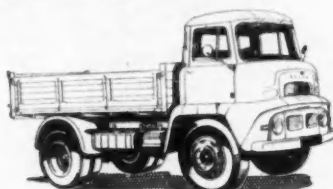
...the truck with built-in brawn!



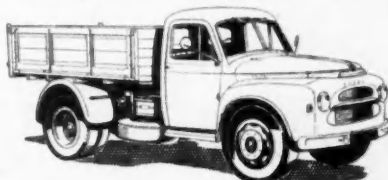
5, 6 and 7 ton long wheelbase forward control models.



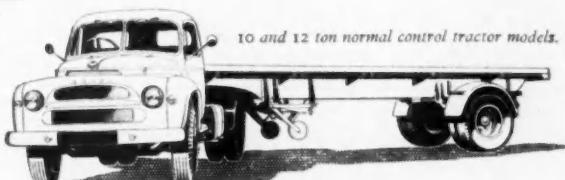
3, 5, 6 and 7 ton long wheelbase normal control models.



5, 6 and 7 ton short wheelbase forward control models.



5, 6 and 7 ton short wheelbase normal control models.



10 and 12 ton normal control tractor models.



The Dodge Normal and Forward Control Series give you the choice of 42 different chassis types. Each is a payload leader with power and stamina to match. Each is a natural for hard, fast trucking work. The reason is simple! The Dodge is built up to a specification, not down to a price. And this gives it a decided edge when it comes to the bonus dividends which stem from maximum tonnage loads and added years of profit earning service.

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7.50 - 16 'X'Y

replacing

7-50-16.....	6 PR
7-50-16.....	8 PR
8-25-16.....	8 PR
8-25-16.....	10 PR

6.50 - 20 'X'

replacing

6-50-20.....	6 PR
6-50-20.....	8 PR
32 x 6 single marked	
7-00-20.....	8 PR

7.00 - 20 'X'

replacing

7-00-20.....	8 PR
7-00-20.....	10 PR
7-00-20.....	12 PR
7-50-20.....	8 PR

7.50-20 'X' & 'X'Y

replacing

7-50-20.....	8 PR
7-50-20.....	10 PR
7-50-20.....	12 PR

8.25-20 'X' & 'X'Y

replacing

8-25-20.....	10 PR
8-25-20.....	12 PR
8-25-20.....	14 PR

9.00-20 'X' & 'X'Y

replacing

9-00-20.....	10 PR
9-00-20.....	12 PR
9-00-20.....	14 PR

10.00-20 'X'

replacing

10-00-20.....	12 PR
10-00-20.....	14 PR
10-00-20.....	16 PR

11.00-20 'X'

replacing

11-00-20.....	12 PR
11-00-20.....	14 PR



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C.I.E. Lose £2.26m.: Car Competition Blamed

AN aggregate loss of £2.26m. was incurred in the year ended March 31 last by Córas Iompair Éireann, Eire's State transport organization. The railways incurred an operating deficit of £970,185, caused partly by the increasing numbers of private cars and the steady expansion in car hire, says the annual report.

Moreover, diversion of traffic to private road transport was responsible for a decline of 9,269 in the number of sheep carried by rail. This was also one of the reasons why 62,276 fewer cattle were hauled by rail.

The road passenger department, operating 1,149 buses and coaches, showed a profit of £357,834. Dublin city services carried 2.5m. fewer passengers and showed a drop of £67,609 in revenue. Passengers on other city services, however, increased by 687,357 and revenue rose by £9,072. Although long-distance bus passengers increased by 328,150, revenue declined by £3,347.

Road freight working, which included 700 lorries, vans, tractors and horseboxes, as well as trailers, containers and horsed vehicles, yielded a profit of £47,756. Gross tonnage carried dropped by 51,875 to 2.4m. Gross receipts increased by £34,800 to £1.6m., but total net receipts were down by £16,275.

OPPOSITION TO ONE-MAN BUSES OVERCOME

OPPPOSITION to the extension of one-man bus operation at Hull was overcome by the transport committee, last week. One member, Cllr. C. C. Peat, forecast unemployment if the idea were pursued, but he was reminded by Cllr. R. E. Middleton that the transport department was not a "philanthropic institution." There would be no redundancy and no unemployment.

Ald. W. E. Body explained that single-deckers were needed on light routes, and whether they were operated by one man or two was a matter for the committee and the trade unions to iron out.

A recommendation by the general manager, Mr. G. H. Pulfrey, that the policy of bus replacement should continue, was accepted.

STATE WILL NOT REDUCE WORKERS' COVER

THE Government do not propose to sign the European Convention of the International Labour Organization on the social-security rights of transport workers. This is because it would involve transferring certain workers out of the British scheme of industrial-injuries insurance without any guarantee that the foreign scheme under which they became insured would provide death benefits for dependants.

Reciprocal agreements have, however, been concluded with most Western European countries which provide that transport workers who are sent abroad remain within the scope of the British scheme.

A-licence Tanker Granted, But a "B" Vehicle is Suspended

A SCOTTISH haulier was last week allowed to take a 10-ton tanker off contract A licence and put it on A licence because he wanted to carry oil for the competitors of the company he had previously worked for. He was Mr. Harry B. S. Lawson, Broughty Ferry, Dundee. At the same hearing, he had one of his B-licence vehicles suspended for six months as a punishment for irregular working.

Putting forward the tanker application, Mr. Lawson said the contract vehicle worked for H. M. F. Fauvre and Co., Ltd., oil importers and distributors, London. Besides this vehicle he had six A-licence units doing general haulage, including the carriage of oil. Three of them could be fitted with demountable tanks. He also had two B-licence vehicles and a small special-A van operating a carrier's service.

Mr. H. D. Storey, Fauvre's Scottish agent, said that since April there had been severe competition from other oil distributors so they had less traffic to offer Mr. Lawson, although they still had to pay him. There had been also a recession in the linoleum trade, which meant that less linseed oil was being carried. Mr. Lawson now wished to use the contract vehicle to work for their competitors.

Mr. J. Easson, of Wilson and Son

(Dundee), Ltd., said Mr. Lawson's tankers had been carrying their oil since they recommenced crushing last year, and it was expected that production would double next year. He carried seed for them from Leith and Greenock docks to Dundee on platform lorries, and then he used tankers to haul the finished product.

There were objections by British Railways and James Hemphill, Ltd., Glasgow. Mr. W. MacMillan, of Hemphill's, said that out of their fleet of 53 A-licence vehicles, 39 could carry oil. They were already suffering from abstraction by Mr. Lawson.

Mr. Alex Robertson, Scottish Deputy Licensing Authority, granted the application after the proposed normal user had been amended.

When Mr. Lawson asked for the two B-licence vehicles to have a common normal user—"general goods within Central Scotland"—he said they were originally employed on the carrier service, but they had gradually departed from this work. The carrier's work had not been neglected, however.

Mr. Robertson granted the application, which was opposed by British Railways, but said Mr. Lawson would have to be punished for transferring the vehicles from their original work. From December 1, one of the vehicles would be suspended for six months.

Lucky to Get Licence—Tribunal

A DUNDEE tipper operator who appealed to the Transport Tribunal against restrictions imposed on a new B licence, was told in Edinburgh, last week, that he was lucky to have been granted a licence in the first place. Mr. Alexander V. Clunie, St. Kilda Road, Dundee, admitted that he had operated without a licence for some time before applying to the Scottish Licensing Authority.

On his behalf, Mr. D. W. R. Bland said he asked for a B licence with a 25-mile radius to cover a three-way tipper for the carriage of road building materials and plant. However, in making the grant, the Authority had reduced the radius to 15 miles and had stipulated six customers.

At the hearing, the British Transport Commission and two private hauliers objected on various grounds, such as that

facilities would be above requirements. Yet the evidence established a need for a particular service, and it showed that no other operator had a three-way tipper for the work envisaged.

Mr. Clunie had proved that the services he intended to provide were not already in existence, and the objectors had failed to rebut this.

As Mr. Bland was going over the evidence, Mr. Hubert Hull, chairman, drew his attention to Mr. Clunie's evidence at the original hearing. Mr. Clunie had stated that before acquiring the tipper he had operated a platform lorry, and Mr. Hull wondered if he held a licence for it. Mr. Clunie replied that he did not. Mr. Hull then pointed out that according to the evidence, Mr. Clunie had also operated the tipper without a licence for three months.

Mr. Bland agreed, but said Mr. Clunie was rather ignorant of licences and licensing procedure. To this, Mr. Hull remarked: "I think your client was rather lucky to get anything."

Dismissing the appeal, he said: "We think he should consider himself very lucky that there has been no cross-appeal. By his own admission Mr. Clunie had been breaking the law. No encouragement should be given to people who think they can disregard the law and meanwhile apply for a licence so that past offences can be made regular in the future."

TANKER-PLATFORM LORRY

BY slinging a tank underneath the flat platform, Welfit Oddy, Ltd., Port Talbot, South Africa, have devised a vehicle, which may be either in prime-mover or trailer form, that can carry both liquid and solid consignments.

The first model is stated to have given satisfactory results. The tank can be made either of light alloy or steel, although in South Africa the use of aluminium is increasing.

Bus Station Upkeep is Too Costly

IN the past 18 months, the West Riding Automobile Co., Ltd., have paid out £1,084 on repairs to their bus station at Wakefield, together with £12,700 on wages for staff there. Pointing this out to the local valuation panel, last week, Mr. J. E. Kilburn, for the company, declared: "We should be very pleased to be without this bus station."

He was presenting an appeal against the station's assessment of £2,400 rateable value, which proved partially successful—it was reduced to £2,160.

Claiming that the assessment was excessive and unfair, he said there had been a deterioration in the passenger transport industry, and the position now was nothing like what it was when the station was opened. At that time the rateable value was put at £1,200. The company were not allowed to trade from the station, although Wakefield Corporation considered it something of a showpiece.

Mr. H. F. Orris, valuation officer, said he based his figures on the effective capital value of the station, which he fixed at £48,000, and not on the cost of building it.

Granting the £240 reduction, Ald. J. Rafferty, presiding, said they felt that the company had made out a case.

NEW DAIMLER BUSES

ENTIRELY new designs of Daimler bus must be developed for the future and work on them is now proceeding, says Mr. John Y. Sangster, chairman of the Birmingham Small Arms Co., Ltd., in his annual statement.

Reading Fare Increase Granted

FARES increases designed to yield an extra £63,000 a year were granted to Reading Corporation, last week, by the South Eastern Traffic Commissioners. They had been told by Mr. P. Gosling, deputy borough treasurer, that a surplus of £13,800 in 1956-57 became a deficit of £9,800 the following year, and this year the Corporation were faced with a deficit of £30,500.

Mr. Gosling said there were insufficient reserves to cover this amount, so unless the increases were granted the undertaking would become a burden on the rates. In addition to this year's deficit, it was calculated that next year the loss would be £38,100, and in the following three years the figures would be £25,500, £30,900 and £34,900.

The reserve fund stood at £47,000 last April, but £30,000 of it was required as working capital. If the application were granted and produced £63,000, the fund could be built up to £106,000 by March, 1961. However, that did not allow for any further pay increases or price rises, nor did it allow for the replacement of buses out of revenue instead of by loan, which the transport committee was anxious to introduce.

In the next three years, six single-deck buses and 20 trolleybuses would have to be replaced, at a total cost of £152,700.

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B.R. "Shield" Haulier in Objection

WHEN British Railways opposed a haulier's application for a new A licence articulated outfit at Lytham St. Annes, last week, they put forward as one of the grounds of their objection the fact that another private haulier would lose business. The application, by Mr. N. Newton, Carnforth, was adjourned for more evidence to be produced.

Mr. J. A. Dunkerley, for Mr. Newton, said he operated six vehicles on A licence, but he had recently been forced to do a great deal of sub-contracting to cope with increased traffic. The normal user requested for the additional outfit was: "Mainly milk."

In evidence, Mr. Newton said his vehicles had always carried goods connected with agriculture, but the bulk of the traffic was milk. His work for W. Hargreaves, Ltd., had greatly increased, thus necessitating the hiring of sub-contractors, but there had been some complaints of late deliveries and damaged consignments.

Mr. J. Kershaw, for the railways, said Mr. W. Woodhouse, a haulier employed by Mr. Newton, would lose work if the application were granted. As the Woodhouse vehicle had been on almost permanent hire, the application was merely a means by which Mr. Newton could substitute his own vehicle instead.

Replying to Mr. J. R. Lindsay, North Western Deputy Licensing Authority, Mr. Newton said he had told Mr. Woodhouse that the application was going to be made.

Mr. W. J. Evans, transport manager, said the post-war policy of the department had been to introduce every possible economy, but the spiral of rising costs was beating them all the time. One economy which was to be extended was the use of single-deck crush-load buses, six of which were in service and four more were on order. On some routes they could save £25 a week.

Replying to the Commissioners, Mr. Evans said that in arriving at their figures they had reckoned on 7.8 per cent. passenger resistance, although they hoped it would be less.

TWO B-LICENCE LORRIES TAKEN OVER

A TAKE-OVER application by Mr. R. G. Bassett, Titensor, Stoke-on-Trent, was granted last week by the West Midlands Licensing Authority, Mr. W. P. James. Two B-licence tippers operated by J. T. Wilshaw and Sons, Packmoor, were involved.

At the same hearing, Grayswood Transport, Ltd., of whom Mr. Bassett is managing director, were allowed to replace a petrol-engined 3½-ton tipper by a steel-lined oiler weighing 5½ tons. They were also allowed to increase the weight of a vehicle licensed for school meals operation and collection and delivery.

M.P.s Attack on Rural Transport Problems

AN aggressive tone was adopted by several M.P.s last week during a short Commons debate on transport in rural areas. Mr. Rupert Speir (Cons., Hexham) said: "It is not good enough for the Government to go on stalling as they have done in recent years on this vital matter, which so directly affects the happiness and prosperity of the countryside."

Mr. Will Owen (Soc., Morpeth) felt that any suggestion that local bus operators' financial difficulties were to be resolved by the Traffic Commissioners by means of higher fares was to ignore the wider responsibility of running a national transport service.

Mr. Ernest Popplewell (Soc., Newcastle upon Tyne) urged the Government to apply their minds particularly to the question of rural transport to ensure that service was given to isolated hamlets. Mr. Ernest Davies stated that it would be difficult for public services to be maintained unless the Government acted.

Replying to the debate, Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport, referred to the increasing ownership of private vehicles and said that a great deal had been done to keep transport services running. To a large extent this was a matter for local adjustments.

Traffic Commissioners were specifically responsible for balancing profitable urban routes with non-paying country facilities, but it was realized that the situation was worsening because of the rapid increase in the numbers of private cars and motorcycles. The Ministry of Transport had been studying the problem this summer and if fresh methods of dealing with it were found, they would be put into effect.

£420,000 ROAD PLAN TO AID SCOTTISH FISH HAULIERS

THE trunk road between Fort William and Mallaig, Inverness-shire, is now being widened at a cost of £420,000. It is to become a dual carriageway, and the first section of the scheme will extend 11 miles, from Glenfinnan to Lochailort.

When completed, the improvements will benefit fish hauliers, for herring catches landed at Mallaig are sent by road to the east coast for processing. The county council say they also intend to provide a new connection with the Isle of Skye for all kinds of motor traffic.

MORE MILK IN BULK?

FURTHER schemes for bulk milk handling are being drawn up in Scotland. The East Fife branch of the National Farmers' Union have reached virtual agreement with the Scottish Milk Marketing Board on the operation of a tanker collection scheme in their area. About 750,000 gallons of milk would be handled annually from some 10 or 15 farms, feeding into the Glenrothes Creamery.

This would be the fifth scheme to be introduced in Scotland since the Board first experimented with bulk collection.

Coach Company Withdraw: "In False, Embarrassing Position"

WHEN the South Eastern Traffic Commissioners continued hearing an application by Smiths Luxury Coaches (Reading), Ltd., last week, they were told that the company were in "a false and embarrassing position." Mr. A. G. Goodeve-Docker, for the company, said they had applied to take over an excursion and tours licence held by Mrs. Laura Townsend, Crowthorne, near Wokingham (*The Commercial Motor*, last week) but they now realized that entirely wrong evidence had been given.

Newcomer Told: Mend Your Ways

AN ex-miner, described as a comparative newcomer to the haulage industry, told the West Midland Licensing Authority, Mr. W. P. James, last week, that he thought the grant of a contract A licence was an automatic procedure. Mr. R. Austin, Ipstones, Stoke-on-Trent, was explaining why he had operated a vehicle on contract to Lime-Sand Mortar, Ltd., Stoke, without a licence.

On his behalf, Mr. G. L. M. Litchfield said he held contract A and B licences. He first applied for another contract A licence on October 31, but it was refused because the vehicle had been operated illegally. Since then the lorry had been off the road, although the driver was still being paid.

Mr. James remarked that Mr. Austin was under the curious impression that a vehicle could be used before a licence was applied for. The new application would be granted, although it was a risk. Mr. Austin would have to mend his ways if he wanted to remain in haulage.

The Authority also commented on the proposed conditions of the contract, pointing out that the lorry could not operate for subsidiary concerns. He therefore ordered that the words "and subsidiary companies" should be deleted.

"BEAT THE JAMS" PLAN

AS A SCHEME for providing a ring of car parks round Birmingham so that drivers can travel into the city by bus was accepted by the city's public works committee last week. It was put forward by the chairman, Ald. F. L. Price, who referred to the traffic problem as "frightening."

Sites for the new car parks would have to be found somewhere, he declared. If the transport committee could not provide the staff and vehicles to operate limited stop journeys from the perimeter, hired vehicles could be used.

HUSBAND AND WIFE FINED

WHEN a husband and wife appeared before York Magistrates, last week, it was stated that the woman employed her husband as a lorry driver, so she was responsible for any offences he committed. Thomas Jackson, Three Oaks, Elvington, near York, admitted eight hours and records offences.

The couple were fined a total of £36, with £12 costs and £7 7s. advocate's fee.

Since the case had been adjourned, new facts had come to light which were unknown to witnesses at the original hearing. As a result, Smiths wanted to withdraw the application.

It had been said that in 1956, the late Mr. Townsend had carried 4,800-odd passengers on excursions and tours, but that figure should have been for passenger journeys. Even if it were halved it would still be high, because it also included private hire passengers.

In addition, the Commissioners had been told that the take-over was conditional upon the transfer of the licence and that injustice might be done to the widow if she were unable to dispose of her husband's business because of an objection by a rival operator. But that statement was entirely false—the transaction had already been completed and Mrs. Townsend had been paid for the business. She had suffered no loss.

"Not Wilful"

"We are now in a false and embarrassing position," declared Mr. Goodeve-Docker. "I hope the Commissioners will appreciate that the fault lies, perhaps, in muddle and lack of co-ordination, not in wilful misrepresentation of the facts to obtain something in a manner we are not entitled to. As the basis of my application has disappeared—taking over on the ground of hardship—I must put myself entirely in your hands."

For the objectors, Brimblecombe Bros., Wokingham, Mr. John May said they accepted the explanation. However, after the original hearing the suggestion was made in some quarters that Brimblecombe Bros. were trying to stop a widow getting her rightful entitlement. It was now clear that they were doing no such thing.

Accepting the withdrawal, Mr. H. J. Thom, chairman, told Mr. Goodeve-Docker: "We absolve you from any responsibility for the errors which have occurred, and we endorse what Mr. May has said as to any allegation that a somewhat unfortunate attitude was being adopted against a widow who wanted to dispose of her business. That is, of course, entirely false."

BUS COMPANY SOLD

THE largest bus company on the Isle of Skye—the Skye Transport Co.—are to be taken over by David MacBrayne, Ltd. The company were acquired by the Scottish Co-operative Wholesale Society, Ltd., in 1946, and operate stage services and excursions and tours. At one time the owners were Highland Omnibuses, Ltd.

Hauliers Appeal for Bigger Depot

ELEVEN people living near the premises of Dolton Transport, Ltd., Birmingham Road, Redditch, protested at a Ministry of Housing inquiry, last week, about the company's proposals for extending their depot. Redditch Council had refused to sanction their plans on the ground that further building in a green belt would be detrimental to the amenities and value of residential property.

For Dolton Transport and an associated company, Bordesley Garage, Ltd., Mr. F. Blennerhassett claimed that the public would benefit by the extensions. At present transshipping took place in the open where it could be unsightly and noisy. If a new building were erected, this work would be done under cover with electrical machinery, so that mobile cranes, which were now used in the open, would not be required.

Mr. Victor Ostroumoff, a director, said there were 36 vehicles in Dolton Transport's long-distance haulage business. He realized that there was strong public feeling against the planned developments, but the result would be advantageous both for the companies and for the local residents.

Answering Mr. Geoffrey Green, for the Council, he said it would not be practicable for the companies to make further applications within a few years.

The inquiry was closed, and decision will be given later.

58 PER CENT. OF TOURS SPACE ALREADY BOOKED

SINCE they opened their bookings last month, Heaps Tours, Ltd., Leeds, have booked 1,048 passengers for extended tours to the Isle of Wight next year, the Yorkshire Traffic Commissioners were told last week. The company were applying for an additional 12 journeys to the island and for the renewal of their extended tours licence. They also wanted the Isle of Wight tour to be included on their general licence rather than on a separate licence as at present.

Mr. J. Evans, for the company, said the passengers already booked represented 58 per cent. of their allocation for 1959, and unless the application were granted they would eventually run into difficulties with passengers' applications.

The applications were granted.

"RAIL STILL BEST FOR MASS MOVEMENT"

ALTHOUGH new roads would give new opportunities to road transport, said Sir Brian Robertson, chairman of the British Transport Commission, speaking in Sheffield last week, it would never equal rail transport for the mass movement of goods and passengers. The railways in France, Germany and Italy were not regarded by responsible people as being out of date, and further investment was being made in them.

It was in the best interests of industry to encourage the public haulier by rail, road and water, each of which had an essential role.

THE announcement last August that Seddon Diesel Vehicles, Ltd., Oldham, were to manufacture maximum-capacity six- and eight-wheelers was received with great interest by operators of heavy vehicles, for this concern has established a reputation for high-quality vehicles at competitive prices. One of the power units offered in the new range is the recently introduced Gardner 6LX 150 b.h.p. oil engine, and the first road test of one of the new Seddons was combined with the first road test of this new unit.

It showed the vehicle to be highly successful as an initial venture into this field, and the order book for models in the new range is reported to be rapidly filling.

High-quality Engine

The 6LX engine has the fuel-economy advantages of the less powerful 6LW, which, before the introduction of the 6LX, was the most powerful Gardner engine suitable for use in eight-wheelers, whilst the extra power should enable faster operating schedules to be maintained. The Gardner tradition of high-quality workmanship, reduced maintenance and overall longevity will apply as much to the 6LX as to the earlier units.

Fully described in the August 22 issue of *The Commercial Motor*, the DD8 eight-wheeler tested is one of a range of eight models. The particular chassis which I handled is now in service with Cyprien-Fox, Ltd., London, N.7, and has been fitted with a drop-sided body.

As is usual with Seddon designs, simplicity is the keynote, but there is a wide choice of power units, transmissions and axle layouts.

Three Eight-wheelers

So far as the eight-wheelers are concerned, there are two 17-ft. 9-in.-wheelbase models—the DD8 with a double-drive bogie and the SD8 with a single driving axle—and there is a 14-ft. 6-in.-wheelbase version with double-drive bogie for tipper use. Other models include single- and double-drive six-wheelers and twin-steer six-wheelers.

The kerb weight of the chassis and cab as tested was 7 tons 1½ cwt. and the imposed load consisted of a well-reinforced test body, and steel and concrete weights, these adding up to 17 tons 1½ cwt. With myself and Frank Galbraith, of Seddon, aboard, the DD8 had a gross weight of 24 tons 6½ cwt.

Allowing half a ton for a light-alloy platform body, the chassis should, subject to the chassis specification chosen, be suitable for a payload of some 16½ tons without exceeding the maximum legal limit of 24 tons.

c10



The Seddon eight-wheeler made a steady climb up the 1¼-mile-long gradient of Buckstones Road, Shaw, and the overall average speed was just over 6 m.p.h. Second gear was engaged for 8 minutes 40 seconds and no exhaust smoking was observed.

A Good Start for

*New Seddon Eight-wheeler
Tested with Gardner 6LX
150 b.h.p. Oil Engine :
Reveals Good Overall
Economy : Eight-wheel
Brakes Give Constant Safety*

By John F. Moon, A.M.I.R.T.E.

road were some 25 per cent. better than can be expected on a dry road with a six-wheel-braked eight-wheeler, further emphasizing the advantages of eight-wheel brakes.

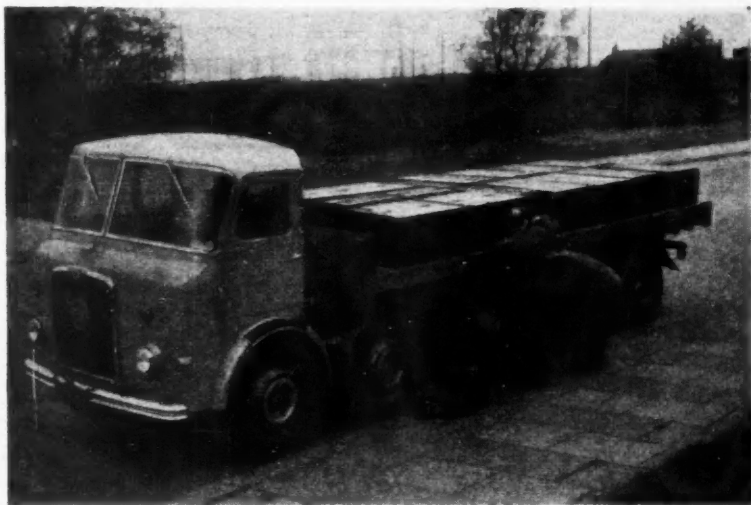
All stops were made without any loss of stability or control. Indeed, the only effect that the wet surface seemed to have was to allow the rear bogie wheels to lock slightly, a distance of 25 ft. being measured from 30

Optional equipment fitted to the test vehicle which would add slightly to the unladen weight included brakes on the second axle and Marles power-assisted steering. These two items can in no way be considered superfluous, for the extra braking area was shown to give decided advantages in respect of maximum retardation and almost complete absence of fade, whilst the power steering, although not essential on the open road, is of inestimable value when manœuvring in confined spaces.

It was unfortunate that the roads were still wet when the braking tests were conducted, rain having fallen continually during the morning, although it had stopped by the time the tests were made. The figures obtained, however, suggested that on a completely dry road surface the stopping distance from 30 m.p.h. would have been reduced by some 10 ft. or so. Even so, the figures recorded on a wet



The large oil-bath air cleaner is mounted beneath the cab floor, ahead of the near-side front wheel. Its level was checked in 2 minutes 5 seconds.

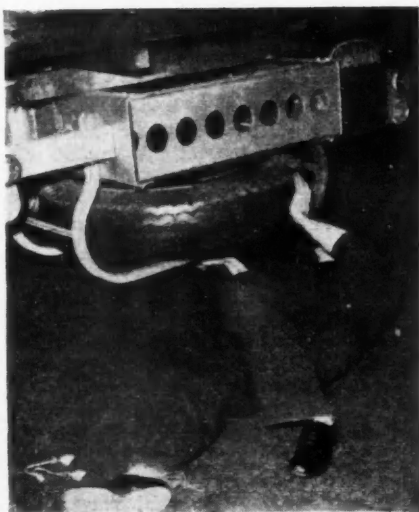


A 1-gal. calibrated tank was used on the fuel-consumption tests, two circuits of eight miles each being traversed to give average figures. The test load consisted of metal-encased concrete blocks, evenly distributed as shown.

a New Range

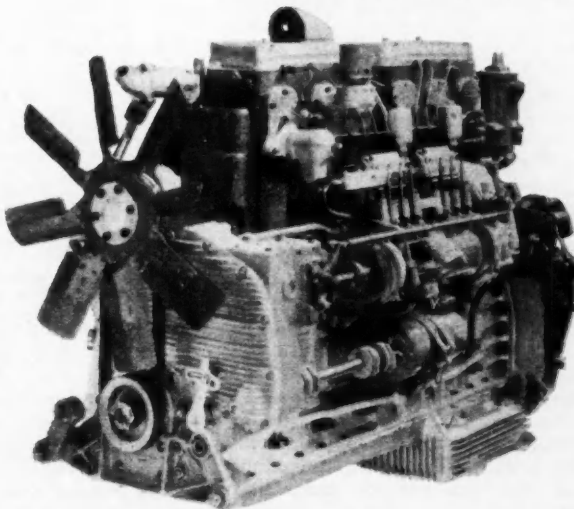
m.p.h. out of a total stopping distance of 64 ft.

Comparison between the average retardation as shown by the stopping distance and the maximum retardation as recorded by the Tapley meter indicated that skidding was accounting for a reduction of about 17 per cent. efficiency, although some of this could be attributed to a slight delay in the air-pressure build-up.



Two self-locking nuts secure the spare wheel to its carrier, but can be reached only from below. The carrier shape simplifies single-handed removal and restowage.

A Gardner 6LX 150 b.h.p. oil engine powered the chassis. This is the first test report dealing with the new power unit. The 6LX has a cubic capacity of 10.45 litres and a governed speed of 1,700 r.p.m.



Acceleration tests along a wide level stretch of road in the Chadderton area (used also for braking) showed that the Gardner 6LX could give reasonable performance despite its low governed maximum speed and hence limited speed range. The ratios of the David Brown 557/480 five-speed gearbox have been chosen specifically to suit the torque characteristics of the 6LX and therefore their spread is well suited to the speed range of the engine.

Direct-drive acceleration tests emphasized the smoothness of the transmission and the good low-speed torque of the 6LX. The figures obtained are again reasonable for an engine of this type, pulling a relatively high rear-axle ratio. The impression of good top-gear performance was

confirmed throughout the test and was one of the most marked improvements of the new unit over the smaller 6LW.

Fuel-consumption tests were conducted over a distance of 16 miles. The circuit was traversed in two stages, because the fuel test tank used had a capacity of only a gallon. The route was slightly undulating and seven sets of traffic lights had to be negotiated on each leg of the run, thus the amount of indirect-gear work necessary was about equivalent to that needed on a normal trunk run in Great Britain.

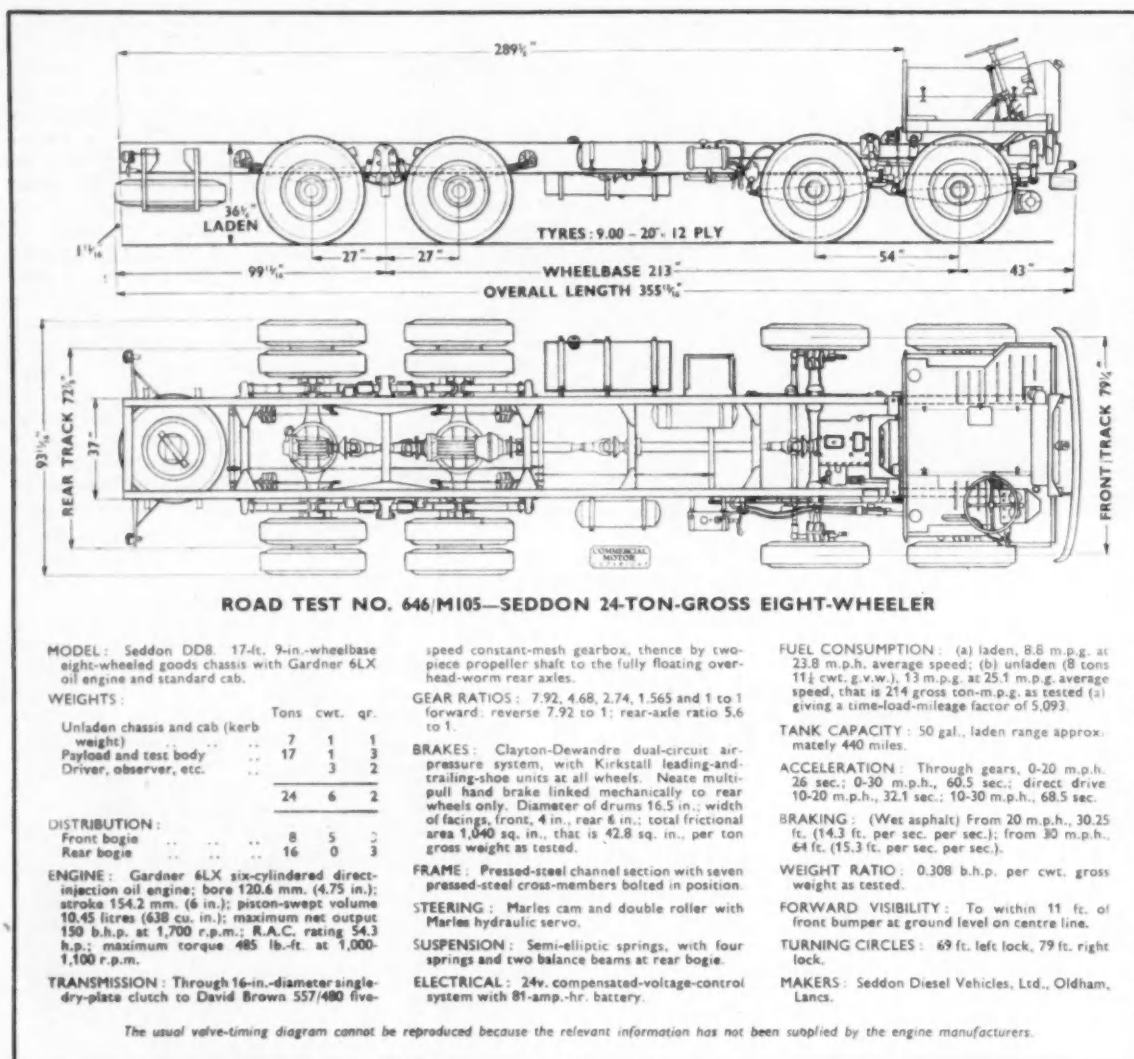
The gradient was more favourable on the return run than on the outward journey, with the result that 9.6 m.p.g. was obtained in one direction, compared with 8.3 m.p.g. in the opposite direction. The fuel-consumption rate for the complete test worked out at 8.8 m.p.g., the overall average speed being 23.8 m.p.h. This result suggests that a clear 9 m.p.g. would be obtained on a good main-road trunk run.

This same course was retraced on the second day of the test with the weights removed but with the test body

still attached. The gross running weight was reduced to 8 tons 11½ cwt., but remained greater than would be the case with a normal body. On this occasion, the variation in gradient was found not to affect the fuel-consumption rate, both legs being completed at an average rate of 13 m.p.g. and at an average speed of 25.1 m.p.h.

Operators engaged on normal give-and-take service who are obliged to run their vehicles for half the time without a load can expect to obtain a clear 11 m.p.g. overall average from the Seddon eight-wheeler with 6LX engine.

For the hill-climbing tests, the DD8 was taken up Buckstones Road, Shaw, which is a 1½-mile slope having an average gradient of 1 in 12. The



ambient temperature during the ascent was 54°F. and the temperature of the coolant in the radiator header tank before making the climb was 140°F.

The climb took 12 minutes 20 seconds and the second gear—the lowest ratio employed—was engaged for a total time of 8 minutes 40 seconds. The minimum speed at the steepest sections was 4½ m.p.h., whilst the average speed of the climb was just over 6 m.p.h. Despite a following wind, the coolant temperature rose by only 20°F.

To check fade resistance, the eight-wheeler was then coasted down the hill in neutral, using the foot brake to keep the speed down to approximately 20 m.p.h. This descent lasted 4 minutes 36 seconds and at the bottom of the hill a full-pressure stop was made from 20 m.p.h. This produced a Tapley meter reading of 59 per cent., indicating a drop in efficiency of only 0.05g.

c12

To all intents and purposes, this chassis, with eight-wheel brakes, is as near to being fade-free as any can be with conventional drum brakes, because this type of test is far more severe than is likely to be occasioned in normal service. As before, the road surface was wet.

I then drove the chassis back to the steepest part of the hill, where the gradient is 1 in 6½. At this point it was stopped and the multi-pull hand brake prevented it from rolling backwards with a little assistance from the foot brake, using two hands on the third pull. By this time the drums were cold, so there was no question of frictional efficiency being reduced.

An attempt was then made at a second-gear restart, but, understandably, it failed. Several smooth bottom-gear restarts were, however, accomplished, using only about a quarter throttle.

As it is rare for a vehicle of this size to be called upon to start on a gradient of 1 in 6½, it would suggest that a slightly higher rear-axle ratio would be beneficial. Not only would this give a higher maximum speed than the 36 m.p.h. recorded with the test vehicle, but it should also yield even better fuel economy and possibly improve the standing-start acceleration performance.

Taken generally, the vehicle handles well. The action of the Marles steering servo is not dangerously pronounced (the front wheels cannot be turned when the vehicle is laden and stationary) and complete "feel" is retained at normal speeds. Full advantage of the servo is best shown up when reversing into narrow driveways, as occurred frequently during the tests, and when negotiating thick traffic, because the wheels can be turned quickly and road speed does not have

to be greatly reduced when pulling out to pass obstructions.

During the fade test down Buckstone Road, the engine was stopped to judge the steering characteristics without the servo, and I found that at 20 m.p.h. it was by no means heavy. If the servo failed when on the move, the driver should still be able to control the vehicle without any drastic increase in physical effort.

The gear-change action of the David Brown gearbox is first-rate and effort is further reduced by low clutch-pedal pressure. It is possible to make fast changes upwards without double-declutching, particularly between second and third gears, but the more usual technique necessitates pauses between changes because of the time taken for the speed of the Gardner engine to die down when the throttle is released.

Plastics Cowl

The engine cowl is a single-thickness plastics moulding which did little to conceal noise, but it was possible to talk at little above the normal volume. A certain amount of heat penetrates into the cab, particularly through the lower right-hand cowl panel, which is adjacent to the exhaust manifold.

The excellence of the brakes in emergencies has already been noted, but they are of a high standard also under normal conditions, the use of a conventional long-travel pedal giving the driver fully progressive action. The driving position is good and the seat is adjustable vertically and longitudinally. All-round visibility is splendid.

A good finish has been achieved in the timber-framed, plastics-panelled cab; polished timber fillets and wood-grain-finish plastics trim panels give an air of luxury. There is plenty of room on both sides of the engine cowl and access to the seats from ground level is aided by the wide hub step rings.

Effective Demister

Standard cab fittings include a heater and demisting unit (which proved effective during the heavy rain that fell throughout much of the test); an interior light; two ashtrays; flashing direction indicators; and twin wind-screen wipers driven off a single internally mounted electric motor.

Maintenance tests revealed a normal standard of accessibility for a vehicle of this type and the standard tool kit was employed throughout. My first task was to verify the water level and this took 6 seconds, following which I attempted to check the engine-oil level by using the small trap at the rear of the left-hand side panel.

Unfortunately, the position of the mate's seat brackets made it impossible

to open the trap far enough to withdraw the dipstick, so the main panel had to be removed, the complete check taking 69 seconds. This is to be solved by locating the dipstick nearer the front of the engine in future applications.

Checking the gearbox-oil level proved to be a little awkward, because of the difficulty of reaching the combined filler and level plug from below, but I managed to complete this task in 2½ minutes.

Each rear axle has a wide filler mouth closed by a flat plate secured by two nuts. It is necessary only to slacken these nuts, when each plate can be swung aside, and in this way I was able to check each rear-axle level in 1½ minutes.

The fluid reservoir for the clutch-operating system is carried on the right of the engine cowl and its level can be ascertained in 19 seconds. The large oil-bath air cleaner is located beneath the cab floor, ahead of the near-side front wheel, as is usual with Seddon heavy vehicles, and the bowl and filter element assembly is held to the main body by a clamp ring and two large wing nuts. The level of the oil in the filter took 2 minutes 5 seconds to check.

Checking Battery

There are two 12-v. batteries in a crate on the left of the chassis frame. These are protected by a plastics cover secured by angle-iron framework. By hinging the framework upwards and sliding the cover outwards it was possible to check the level of the electrolyte in the cells in 3½ minutes.

This done, I adjusted the brakes on each of the front axles in 1 minute 50 seconds, and on each of the rear axles in 3½ minutes. All eight brakes can be adjusted in under 12 minutes. While doing these jobs I used the standard hydraulic jack provided in the tool kit, placing it centrally beneath

each axle to raise both wheels simultaneously.

The spare wheel is held by two self-locking nuts underneath its carrier, which makes it necessary to lie down beneath the vehicle to remove them. Additionally, the wheel is located by two dowels, which tend to create difficulty in sliding it in and out.

Nevertheless, single-handed I removed the wheel in 2½ minutes and restowed it in 2 minutes 50 seconds.

Next I withdrew and replaced the element of the primary fuel filter in 1½ minutes. The filter is on the left chassis side member, immediately ahead of the fuel tank.

Detaching Panels

I then turned my attention to the engine which is accessible by removing the three-piece cowl. The left side section is secured by three spring clips and the right section by two clips, and I detached the two panels in 19 seconds and 17 seconds respectively.

The upper section, which includes a hinged panel to give access to the engine oil filler, was then lifted off its two locating dowels in 17 seconds. Originally the vehicle had a four-piece steel cowl which was extremely difficult to remove, but the normal Seddon practice of using plastics panels has greatly improved the position.

This done, I withdrew and replaced the element of the main fuel filter in 51 seconds. Time did not permit me to remove an injector, although Gardner's assure me that injectors on the 6LX are easier to remove than on the LW series of engines, presumably if the correct tools are available.

Replacement of the engine cowl sections was reasonably easy. The upper moulding was returned in 17 seconds, and each of the two side panels in 36 seconds, slight difficulty being experienced in locating the lower edges of these panels over their securing hooks.

Measuring Coatings by Eddy Currents

WORKING on the eddy-current principle, the Elcotector is an instrument produced by the East Lan-



cashire Chemical Co., Ltd., Fairfield, Manchester, for a number of laboratory and workshop uses. It can measure any kind of coating on a ferrous base, and is capable of comparing the degree of hardness of steel parts.

It will also differentiate between various types of alloy and detect variations in the ferrous contents of steel. Detection of cracks is also possible.

The instrument weighs 15 lb. and is priced at £160.

The Elcotector is primarily intended for measuring all kinds of coating on components, and has a number of laboratory and production applications.

DEALINGS IN LICENCES that abuse the law

WHEN the Transport Act, 1953, was drafted, those responsible for authorizing trading in special A

licences could not have foreseen the difficulties and abuses with which the haulage industry would be faced. Among the worst of these are the activities of certain dealers, most of whom operate no vehicles of their own, involving the transfer of licences and assignment of vehicles by irregular means. Coupled with questionable expedients for weighing and registration, they have involved many hauliers in difficulties with the Licensing Authorities.

Paragraph 6 of Part I of the first schedule to the Act lays down that no variation of a special A licence is permitted, except the removal of a specified vehicle from the licence or the substitution of a vehicle of the same or less unladen weight, or a reduction in the specified number of trailers. The holder of such a licence may assign the whole or any number of the vehicles authorized, whereupon the assignee obtains the same rights in respect of such vehicles for the unexpired portion of the licence.

Blank Forms Signed

The original licence holder must make the application to assign and have the vehicles deleted from his licence. But some dealers have instituted the practice of purchasing special A licences, with or without the vehicles specified on the licence, the vendor signing the required forms in blank for use at a future date.

Prospective buyers are advised that a special A licence can be obtained if a new vehicle is purchased, and if its unladen weight, as delivered to the purchaser, would be more than that specified on the licence, it is first registered and weighed in a stripped condition before assignment. The new owner may or may not be aware that when his vehicle is ready for the road its unladen weight will be much in excess of that specified on the licence.

Certain operators have been willing to turn a blind eye to a practice which is of great benefit to them in gaining extra payload, without giving the question of legality much thought. Others, particularly newcomers, appear to have accepted assurances from the vendors that all licensing matters had been attended to and everything was in order.

Vehicles Too Heavy

Ignorance of the law is no excuse and when it comes to the notice of Licensing Authorities that a vehicle's weight is in excess of that specified on the special A licence, inquiries are immediately instituted. A Licensing Authority cannot allow a vehicle of greater weight than specified to remain on the licence, and in cases where it is not practicable, for financial or other reasons, to replace the vehicle, the only alternative is for the holder to apply to transfer it to a public A licence.

After public inquiries, the Northern Licensing Authority, Mr. J. A. T. Hanlon, has revoked several special A licences for weight offences. In some instances, where it has appeared that the haulier bought a licence in good faith and was at fault through ignorance, and where the revocation of a one-vehicle licence meant loss of livelihood, Mr. Hanlon has endeavoured to remedy the position by granting a short-term A licence for the same vehicle until a substantive application could be heard. More recently he said that, after a close study of the law, he was of the opinion that he was not empowered to make such a grant.

c14

By G. Duncan Jewell

Regulation 5 (3) (b) of the Goods Vehicles (Licences and Prohibitions) Regulations, 1952, states that an applicant for

a licence shall not include a vehicle specified in any licence issued to him which has been suspended or revoked, during the period of such suspension, or before the date when the licence is expressed to expire.

At Carlisle on November 6, the one-vehicle special A licences of Mr. Charles Hewitt, Annan, Dumfriesshire, and Mr. John Scott, Arlecdon, Cumberland, were revoked by Mr. Hanlon and short-term A licences were granted for their vehicles (*The Commercial Motor*, November 14). The decision has not yet been published in *Applications and Decisions*, but it appears that if the revocations stand, these vehicles cannot be authorized under public A licence until the special A licences have expired.

This difficult situation is complicated by the contention of a well-known northern solicitor that Section 9 (4) of the 1953 Act cannot apply to certain cases concerning unladen weight.

Revocation or suspension proceedings are instituted under Section 13 (1) of the Road and Rail Traffic Act, 1933, and Section 9 (4) of the Transport Act, 1953. Section 13 (1) states that a licence may be suspended or revoked by the Licensing Authority by whom the licence was granted on the ground that any of the conditions attached to it has not been complied with, provided he is satisfied—after public inquiry, if requested by the licence holder—that because of the frequency with which the conditions have been broken, or because the breach has been committed wilfully, or danger to the public has been caused, this action should be taken.

False Statements

Section 9 (4) adds to these grounds cases where a licence holder has made, or been responsible for making, any statement of fact which was false, or any statement of intention or expectation which has not been fulfilled, for the purposes of an application for, or the variation of, a licence.

It has been argued that no false statement of fact could be made by a haulier with regard to unladen weight if it was correct at the time of registration and the modifications were made between weighing and delivery to him. On the question of declaration of intention, it has been contended that it related solely to the normal user of the vehicle, and not to unladen weight.

All these questions are of great importance to operators at a time when many special A licences are nearing expiry and revocation or suspension inquiries are increasing.

If a special A licence is revoked because of excessive weight, what of the interests of customers which are the Licensing Authorities' prime consideration? A situation could arise where an important industrial concern would find itself temporarily without transport.

In cases where there are extenuating circumstances, a solution would be to delay the inquiry until the defendant had time to apply for a public A licence and, if he could justify a grant in face of possible objections, to allow him to surrender his special A licence.

The strict interpretation of the law may well be a matter for the Transport Tribunal, but any haulier who has special A vehicles exceeding in unladen weight the figure authorized on the licence should seek advice.

New Equipment and Publications

Self-damping Ring Spring

BASICALLY comprising a series of inner and outer sections, the cushioned-impact ring spring being produced by Ring Springs, Ltd., Netherton Iron Works, Dudley, has been successfully used in a number of industrial applications and is now available for vehicle suspensions.

The spring possesses an inherent self-damping characteristic, which should provide efficient shock absorption when it is employed as a suspension member. Each outer spring has a conical surface on the inside, and a similar conical surface on the periphery of the inner section mates with the cone formed by adjacent outer sections. When axial pressure is applied, the inner rings are compressed telescopically in the normal way and the outer rings expand radially.

An important aspect of the principle is that there is no torsional loading; the total stroke of the spring is the sum of the displacements of individual sections, and therefore the number and size of the sections govern the rated maximum load of the spring. A large amount of energy is absorbed during displacement by the contact of the conical surfaces.

When the load is released, dissipation of energy is progressive and closely controlled by the action of the cones. It is claimed that about 70 per cent. of the recoil energy is absorbed and that the spring has a higher capacity and a longer life than conventional springs of comparable rating.

Compact Transformer

WITH a power output reportedly equal to other welding transformers three or four times its size and weight, the Fararc 200, produced by Portable Welders, Ltd., Castle Mills, Buckingham, is claimed to be the first unit of this type to use a toroidal wiring principle.

It will operate off a 200-250 v. or 400-440 v. mains supply to give an output of from 60-230 amp. with a maximum continuous rating of 200 amp. Glass-fibre insulation impregnated with silicone varnish is used for the windings, with cooling by a fan. The transformer can operate at temperatures up to 180° C.

The Fararc 200 does not require a corrector condenser, and is housed in a 14-in.-square case. It weighs only 70 lb. and will weld steel 1½ in. thick.

Also new from Portable Welders are two electrode-tip dressing tools, the Industrial for ½-in.-diameter and the Junior for ¼-in.-diameter tips.

Testing Circuits

PRICED at 5s., a circuit tester of the type with a translucent plastics handle incorporating a bulb is being produced by J. Stead and Co., Ltd., Manor Works, Sheffield, 2. The lead from the handle is about 2 ft. long.

Socket Sets

THREE sets of solid forged hexagonal sockets being produced by Thomas Meldrum, Ltd., Freedom Works, John



(Above) Double insulation of the Wolf Safetymaster is claimed to reduce working hazard better than earth wiring.



(Left) The M.E. 20-cwt. floor crane is a hydraulically operated floor crane mounted on four wheels. Maximum lift is 5 ft. 4 in.

(Right) The Stead line tester costs 5s. and the lead from the handle is about 2 ft. long. A bulb is incorporated in the handle.

Street, Sheffield, 2, under their trade name of Melco, are of the ½-in. square drive type.

Whitworth and S.A.E. ranges contain 11 sockets, whilst 12 sockets are provided in the metric sets. Each size range is contained in a metal box and includes a speed brace, a right-angle key and 5-in. and 10-in. extensions. The sets are priced at £4 19s. 6d. each complete.

Double Insulation

PRICED at £9 17s. 6d. retail, the Safetymaster is a ⅜-in. drill introduced by Wolf Electric Tools, Ltd., Hanger Lane, London, W.5, featuring double insulation. The motor has no metallic contacts. The armature shaft is

shrouded by a sleeve and the outer casing has a lining to ensure that there is no electrical contact with the operator should a fault occur.

The company say that double-insulated tools are regarded as being much safer than single-insulated types with an earth wire. Spindle speed of the Safetymaster running light is 3,600 r.p.m. and under full load 2,400 r.p.m. A wide range of special tools is available for use in conjunction with the drill.

Rigid Extrusions

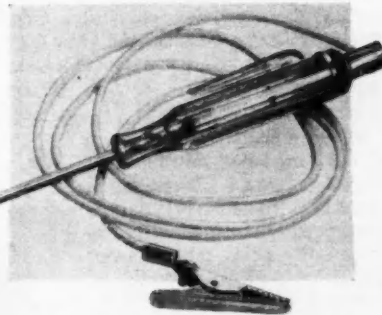
A BOOKLET describing Rockite rigid extrusions is obtainable from British Resin Products, Ltd., Devonshire House, Piccadilly, London, W.1. Made from phenolic moulding materials, the extrusions are formed in a variety of sections and are being increasingly used by bodybuilders as they are colour fast, do not require polishing and are resistant to heat and weather.

High-pressure Gun

SELLING at £2 5s., a lever-operated grease gun with a 1-lb. reservoir and a delivery pressure of 6,000 p.s.i. is available from the Alemite Division of Stewart Warner, Ltd., Harlow, Essex. It supersedes the company's model 4023 and can be obtained with an 8-in. extension or a hydraulic coupler.

Workshop Crane

CAPABLE of lifting up to 20 cwt., a hydraulically operated floor crane introduced by Mann Egerton and Co., Ltd., Prince of Wales Road, Norwich, is called the Hydrocrane 20. It is mounted on four wheels, the column and base



of the structure being of welded construction.

The hydraulic ram, which raises the pivoted lifting arm, gives a maximum lift of 5 ft. 4 in. when the jib is fully extended to allow a reach of 5 ft. 9 in. In this position 10 cwt. can be lifted. The maximum lift and reach for a 20-cwt. load are 4 ft. and 4 ft. 5 in. respectively.

Protecting Wood

EXCEPTIONAL weathering properties are claimed to be offered by Isocyne, a clear protective lacquer for use on wood, introduced by the British Domolac Co., Ltd., Harrow Manor Way, London, S.E.2. The lacquer has good durability and resistance to chemicals and abrasion.



*Wallace Arnold Well
Established in Devon
Tour Business: Hotels
and Five Coach Oper-
ators in Torbay Taken
Over: No Decline in
Traffic Despite Car
Competition*

(Left) An A.E.C.-Plaxton 41-seater—one of four bought this year—with Thatcher Rock, Torbay, in the background. (Right) Another A.E.C.-Plaxton 41-seater, but in this case with glazed cant-panels and domes. The Newquay tour is one of the longest. (Extreme Right) A Commer-Plaxton coach passes Meadfoot Beach, Torquay, on a journey to collect delegates to a conference.



LIVELY competition between coach excursion operators in Torbay is good for everyone. It has helped to create traffic rather than to diminish it, to the benefit of the operators, and the public have gained by a higher standard of service. The quality of vehicles and booking facilities is outstanding, and a wide range of tours at moderate prices is available to some of the most beautiful parts of Britain.

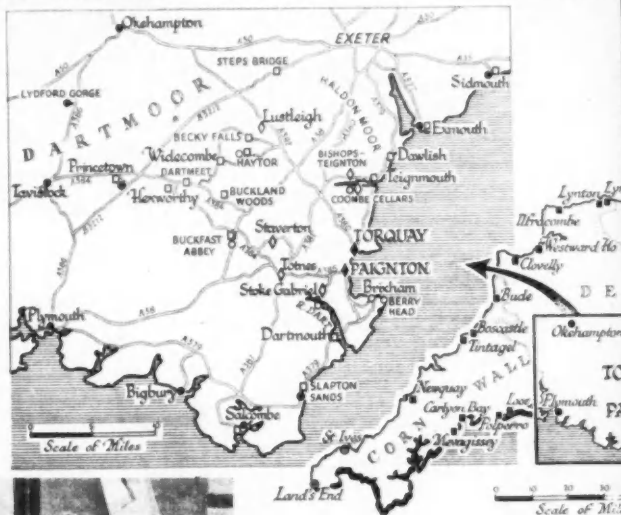
That sums up the attitude of Mr. J. M. Barr, assistant managing director of Wallace Arnold Tours, Ltd., Leeds, towards coach operation in the Torquay and Paignton areas, in which his organization has a large stake.

Whereas in the 1920s there were dozens of operators in Torbay, there are now only three groups—B.E.T. (represented by Devon General and Grey Cars), Court Coaches, and Wallace Arnold Tours (Devon), Ltd. Wallace Arnold's entry into the area is a post-war development, but it has been strikingly successful.

It began shortly after the end of the war, when the Barr and Wallace Arnold Trust, Ltd., purchased hotels in Babbacombe for the better development of their extended-tour business from the north of England. Then in July, 1947, Waverley Motor Coach Tours, Ltd., 7 Torbay Road, Paignton, a partnership between a Mr. Slatter and Mr. Dalton, who ran four coaches, was purchased. "It seemed a sound investment and offered some possibilities for the use of touring vehicles in this area," Mr. Barr modestly commented.

This was the nucleus of Wallace Arnold's excursion undertaking in Torbay. In February, 1949, they took over Ruby Tours, Ltd., 45 Seaway Road, Paignton, who were the first operators of extended tours in the area. These lapsed during the war and were not resumed until Wallace Arnold bought out the business.

Some 12½ years later, in June, 1957, Excelsior Coaches, c16



(Left) The man on the ground: Mr. R. S. Hele, local director of Wallace Arnold Tours (Devon), Ltd. He has two managers, one in Torquay and the other in Paignton.

Ltd., Belgrave Road, Torquay, were acquired. The Waverley, Ruby and Excelsior concerns have ceased trading and have been amalgamated in Wallace Arnold Tours (Devon), Ltd., based at Ruby Tours' former office.

In April, 1958, two more companies were acquired—Sunbeam Coaches, Ltd., 114 Reddenhill Road, Babbacombe, and Cream Cars (Torquay), Ltd., Hampton Garage, St. Marychurch, Torquay. These two concerns and Wallace Arnold Tours (Devon), Ltd., are now managed by Mr. R. S. Hele, a director of the Devon business. He has lived in Torquay all his life and has an intimate knowledge of holidaymakers' needs.

Newquay, Lynton, Lynmouth and Minehead, and Longleat House, down to 2s. 6d. for a local sightseeing trip.

The demand is always greatest on Wednesday and Thursday, and bad weather increases the pressure of late bookings; this has been a particular problem for Mr. Hele during the past miserable summer.

He delegates responsibility to two managers, one in Paignton and the other at St. Marychurch. During the season there are two chart rooms in Paignton and Torquay, respectively, to deal with morning, afternoon and evening tours from each of the two adjoining towns—a new and successful system. All full-day tours are, however, charted in Torquay. Out-of-season charting is concentrated at Paignton.

All passengers have numbered seats. The coach chart is based on a 41-seater and seats are numbered consecutively across four columns from left to right. In the rear row, however, there are five seats which are always numbered 29-33. This enables blocks of seats, 34-41 or 36-41, to be removed complete if the capacity of a coach is reduced for a holiday tour, without interfering with the consecutive numbering.

Picking-up a Problem

Tours from Paignton originate at the coach station, but picking-up is allowed outside the four booking offices in that town and at the eight offices in Torquay. There are also three coach stands on the sea-front at Torquay. In the height of the season, with heavy road traffic, picking-up presents a serious problem, and it can take three-quarters of an hour to collect the full complement of a coach. The separate charting arrangements at Paignton and Torquay have, however, mitigated the difficulty.

Advertising is mainly by leaflets, signboards and attractive offices, and by hanging cards circulated to hotels. The Press is generally an unsuitable medium for the traffic concerned. The double-fold leaflets are brightly printed in colour and include a two-colour map of the greater part of the area served, and a clearly printed list of tours, with fares and times of departure and return.

Chalk boards, however, still draw business. Many of them carry painted publicity on one side, so that when it rains the chalk side can be reversed.

What of the future? I put this question to Mr. Barr. "It is very difficult to answer," he replied thoughtfully. "Torbay is, perhaps, different in many respects from other parts of the country. In any event, the operation of excursions and tours from a seaside resort presents entirely different problems from operation from industrial centres.

Miniature Fire-engine for N.S.W.

A NEW 250 g.p.m. tender, on a Commer Superpoise 1-ton chassis, has come from the workshop department of the New South Wales Fire Brigades. It has been designed for use primarily in rural areas.

The tender carries a demountable, self-motorized pump which can be lifted by hand from the vehicle to a static water supply. A 60-gal. tank is also embodied in the design, so that water can be discharged through the main pump via a first-aid hose.

The Australian vehicle obviates the need for carrying soda acid extinguishers and, at the same time, provides a fire-fighting medium of 20 times the duration of a soda acid extinguisher.

The lightweight nature of the design offers prospects of economical operation in country districts, without significant sacrifices in fire-fighting efficiency.

C18

A Commer 250 g.p.m. fire tender devised by New South Wales Fire Brigades. It is based on the Superpoise 1-ton chassis.

Driver TOUR		Starting time Date		Car No. Fare	
1	2	3	4		
5	6	7	8		
9	10	11	12		
13	14	15	16		
17	18	19	20		
21	22	23	24		
25	26	27	28		
29	30	31	32	33	
34	35	36	37	38	39
40	41	42	43	44	45
46	47	48	49	50	51
52	53	54	55	56	57
58	59	60	61	62	63
64	65	66	67	68	69
70	71	72	73	74	75
76	77	78	79	80	81
82	83	84	85	86	87
88	89	90	91	92	93
94	95	96	97	98	99
100	101	102	103	104	105

This is the kind of chart used by Wallace Arnold in Torbay. Blocks of seats, 34-41 or 36-41, can be removed without disturbing the consecutive numbering of the rear row.

"For instance, the hinterland of Torquay and Paignton is one of the most popular touring areas in the country. It is possible that coach excursions to those places are less affected by competition, particularly from private cars, because of the greater distance of Torbay from the main centres of population, as compared with many other resorts. Although the number of cars coming into Torquay is now much greater than it was five years ago, the popularity of coach excursions has not declined.

"The reason is, presumably, that large numbers of people still arrive by rail and express coach. There are excellent express road services from London to Torquay and good rail services from Lancashire and Bristol. Unfortunately, there are not similar facilities from the West Riding of Yorkshire, although Devon is extremely popular in Yorkshire.

"Competition in Torbay is principally from other excursion operators, and, although keen, it helps to increase traffic for all concerned."





Loch-Light comes to Scotland

—and Austin horse-power
helps to bring it

POWER ENOUGH to keep a town the size of Aberdeen going—that will be the daily output of electricity from the Breadalbane Project (part of the vast Scottish hydro-electric scheme), now nearing completion.



Conference on a mountain-side Soon Mr. Knights will have another Austin 7 tonner on the road. Mr. Carlisle (right) of Carlaw (Cars) Ltd., Glasgow, will supply it. So Big Jock Wilson takes him over the route and points out the rougher parts of his tough journey.

That power will come from thousands of tons of water; water collected from the mountain streams of Perthshire and channelled through an elaborate system of tunnels to Glen Lyon. Here, at the threshold of the Highlands, a mighty dam is almost finished. Here the pipelined tunnels converge after cutting through mountain and rock for up to 9 miles. And here the waters are already held in check... a great man-made loch now stretches miles back between gaunt mountain slopes.

The rocky road to Glen Lyon To reach construction sites, 22 miles of road had to be cut over the mountains between Glen Dochart and Glen Lyon. With alarming hairpin bends, the single

2,000 feet up With a full load of wet sand, the Austin 7 tonner rounds one of the perilous hairpin bends on the way to the tunnels. Driver Big Jock Wilson says: "It's an exceptionally good machine this Austin. Every other kind of truck is on this job and there's none to beat her on the hills. With a full load she goes up easy in low second."



The great dam grows Spanning Glen Lyon, the white bulk of the Lubroch dam rises to the sky. Empty now, the Austin 7 ton tipper speeds back for its second daily load of sand.

track zig-zags perilously up the bare hillside. Overall gradient on this road is 1 in 5. Steepest drags are 1 in 3.

Twice a day, 5½ days a week, an Austin 7 tonner climbs this steep, rocky road, carrying wet sand. The sand is collected at Doune, over 50 miles from the site. Over 2,000 tons of it have been delivered so far. And, clocking up a daily average of 225 miles, over 35,000 miles have been covered by this one lorry on this job alone.

"Aye, I will that." Of its performance, owner Walter Knights, haulage contractor of Fintry, Stirlingshire, says: "I bought the Austin in May 1957 from Mr. Carlisle of Carlaw (Cars) Ltd., Glasgow. Since then it has given me no trouble, but for one or two footery wee things. I'm getting 15 miles to the gallon out of it the now and I'm very well satisfied with it." Asked if he would buy another Austin, Mr. Knights was emphatic. "Aye, I will that," he said.

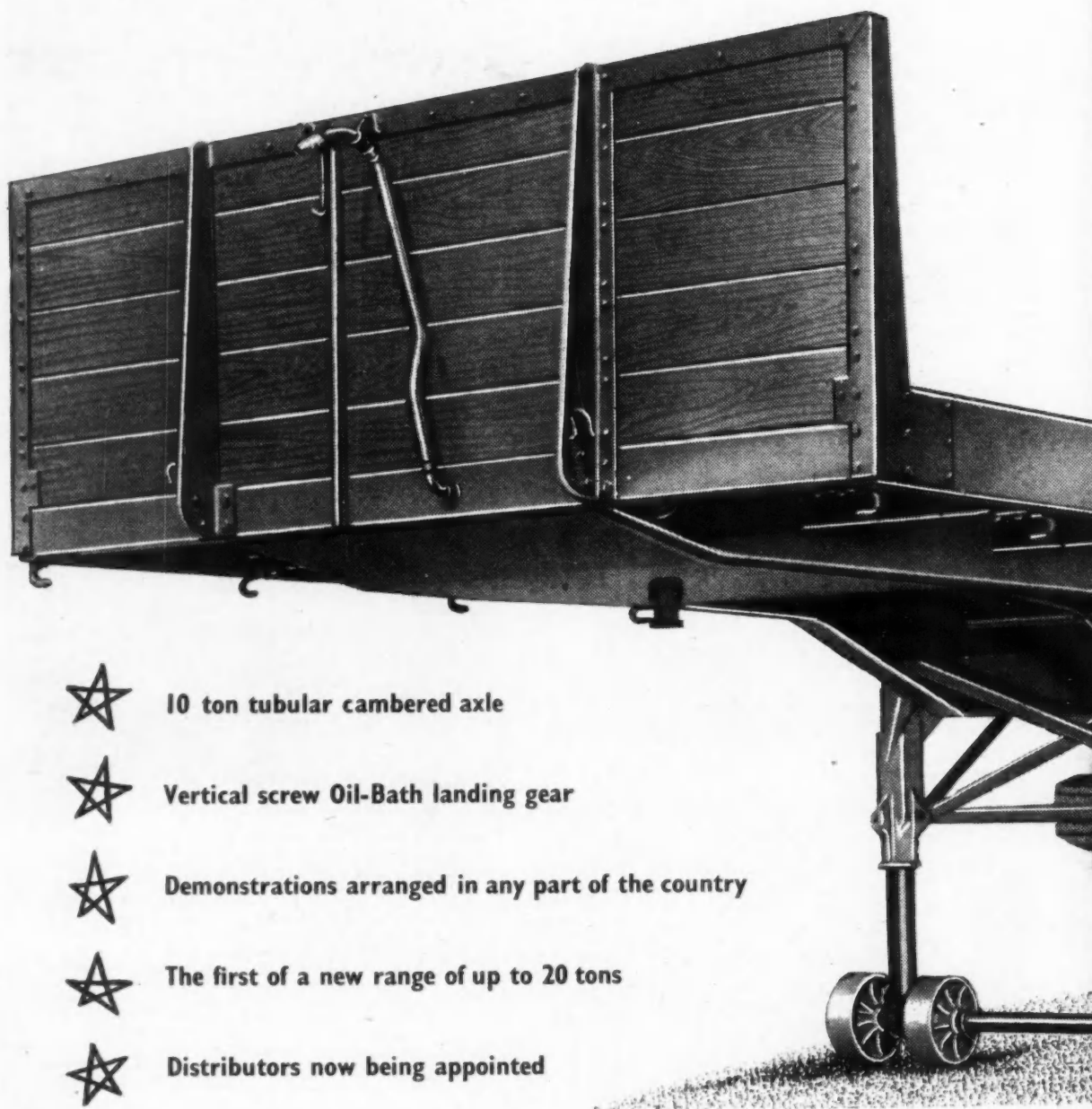
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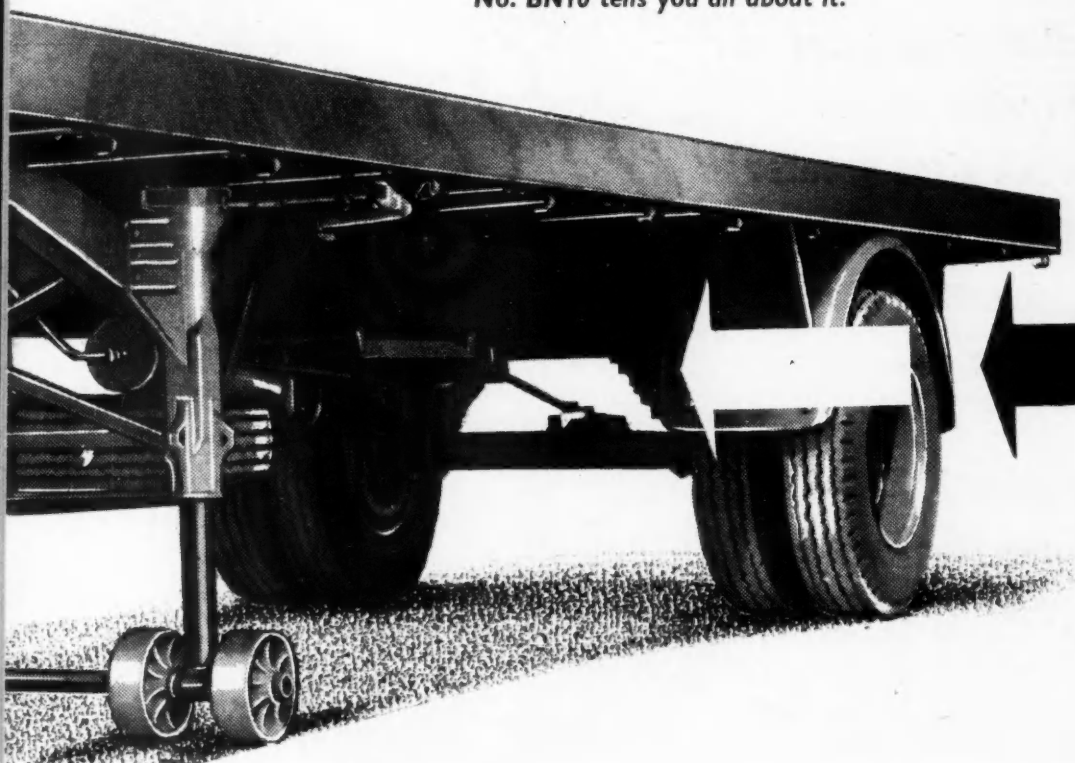
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Six-day Hearing for New Coach Service to Scotland

Western S.M.T. Pick Up Illegally in Baldock for 28 Years: Joint Sitting by Commissioners

WITH 88 exiled sons—and daughters—of Scotland ready and willing to support them, Buckmaster Garages, Ltd., Leighton Buzzard, Beds, applied last week at a joint sitting of the East Midland, Metropolitan and Eastern Traffic Commissioners at Luton for licences to run express and excursion services from Aylesbury to Glasgow. There were 11 objectors.

The chair was taken by Mr. C. R. Hodgson (East Midland Area). Mr. C. J. McDonald (Metropolitan Area) and Mr. W. P. S. Ormond (Eastern Area), sat with him, assisted by Cllr. E. R. Spragg (Eastern) and Ald. J. H. Knight (East Midland).

Objections were lodged by British Railways; Keith Garages, Aylesbury; Red Rover Omnibus, Ltd., Aylesbury; Ribble Motor Services, Ltd., Preston; Birch Bros., Ltd., London, N.W.5; Scottish Omnibuses, Ltd., Edinburgh; Scout Motor Services, Ltd., Preston; W. C. Standerwick, Ltd., Blackpool; United Counties Omnibus Co., Ltd., Northampton; Western S.M.T. Co., Ltd., Kilmarnock, and Yelloway Motor Services, Ltd., Rochdale.

Six days have been set aside for the case. It occupied Wednesday and Thursday last week, and was continued this week on Wednesday and yesterday—two further days have been scheduled in January.

Week-end Service

For Buckmaster's, Mr. J. A. Hines said that the applicants wished to meet a local need in running a single coach from Aylesbury to Glasgow, with picking-up points at Leighton Buzzard, Dunstable, Luton and Bedford. The proposed express service would leave Aylesbury on Friday evenings, arriving in Glasgow on Saturday mornings. The return journey would begin on Sunday mornings, arriving at Aylesbury at 1 a.m. on Mondays. The excursions proposed were for international football matches, exhibitions and the like.

It was envisaged that the service would be used largely by Scottish workers in the district who were in the habit of returning to Scotland with their families once or twice during the year. Existing services, both by road and rail, were, claimed Mr. Hines, inconvenient and expensive. It was frequently necessary for Aylesbury passengers, for example, to travel to a London terminus to connect with a Scottish express, or to make their way to Stamford to join a coach.

Mr. David B. Towse, managing director of Buckmaster Garages, said that his company owned 10 vehicles and operated works services to Luton, Bedford and Silsoe, excursions and private hire. He

had, on eight occasions in the past three years, carried private parties to Scotland.

For the proposed express service, he intended to buy a special vehicle, with reclining seats and toilet facilities. His catchment area had a population of approximately 228,000, a significant proportion of whom had Scottish connections.

For British Railways and United Counties, Mr. J. R. C. Samuel-Gibbon suggested that Buckmaster's real objectives were the cream of the traffic from Luton, Dunstable and Bedford, with Aylesbury included because its existing facilities were, perhaps, not so good. The proposed application specifically excluded a service in the first quarter of the year.

It was, he said, possible to reach Glasgow by the slowest train in 11 hours, as against the 16 hours scheduled for the coach. United Counties provided fully adequate services throughout the district, connecting with both rail and road services to the north.

Throughout Mr. Towse's cross-examination frequent reference was made to the Baldock picking-up point of Western S.M.T. as being convenient for Luton passengers. The applicants claimed that there was no official picking-up point between Finchley and Stamford, although Western S.M.T. appeared to have established one at Baldock.

After some research, it was admitted by Mr. J. B. T. Loudon, for Western S.M.T. and Scottish Omnibuses, that such

was indeed the case, and that the point had been used for some 28 years in error.

Mr. W. Blackhurst, representing Scout, Standerwick, Ribble and Yelloway, showed an avuncular concern for Buckmaster's shouldering of additional financial burdens at a time of increased competition.

Accountants' figures produced by Mr. Towse showed that the Scottish service could be run at 22.83d. per mile, but Mr. Blackhurst suggested that this figure was based on the running of an existing vehicle and not on the cost, perhaps £6,000, of a special long-distance coach. There was, in addition, the cost of two drivers per journey. Mr. Towse considered that his company would "break even" on 17 passengers per journey.

Two Excursions a Year

Replying to Mr. P. W. Birch, for Birch Bros., Mr. Towse gave an assurance that the proposed excursions to Glasgow would not exceed two per year. Mr. Birch then withdrew his objection to the excursion licence.

Certain anomalies in timings between Aylesbury, Leighton Buzzard, Luton and Bedford were considered and amended to accord with a running speed of 24.5 m.p.h. for the 393-mile journey.

Mr. Hines then introduced the first of his 88 witnesses as to need. This was the Rev. D. M. Main, Presbyterian minister of Luton, who said that there were probably 10,000 Scots in Luton and district, most of them with roots in the west coast.

He was followed by the president of the Luton Scottish Women's Club, housewives, and workpeople in local factories, all of whom said that they found the frequent changes necessary by rail inconvenient. Several were concerned with the cost and some with unreliability of coach timings, so that connections were missed.

B.R.S. Praised, But Objection Fails

AFTER hearing how British Road Services were developing their facilities for the carriage of broccoli from Cornwall, last week, Mr. S. W. Nelson, Western Licensing Authority, said he was impressed by their efforts—but he granted a private haulage company an extra A-licence lorry to carry the traffic. Mr. Nelson said it was obvious that the traffic had got to be organized, but he felt B.R.S. had not yet developed sufficiently to be depended upon.

The hauliers, Mid-Cornwall Transport, Ltd., wanted a licence for "mainly agricultural products and requisites, china clay and sugar, mostly between Cornwall and London, Bristol, Birmingham, Wolverhampton and, occasionally, Cardiff." The case had been partly heard in September.

Mr. R. J. Morcom, of Mid-Cornwall Transport, said British Railways could not get broccoli to the markets on time, and B.R.S. could not always provide the vehicles. A farmer witness, Mr. N. J. Jeffrey, stated that the railways got the produce to market 24 hours after road

hauliers. This was not good enough as the time factor affected prices. Service had also been unsatisfactory when Mid-Cornwall Transport had hired vehicles.

Mr. G. W. Willis, the railways' assistant district traffic superintendent at Plymouth, said an express freight train left Penzance for London at 12.5 p.m., one left for Cardiff at 12.45 p.m., one for Birmingham at 1.35 p.m., and one for Bristol at 6.40 p.m. The produce arrived at market next morning.

Mr. A. W. J. Baker, B.R.S. district traffic superintendent at Exeter, said they could load Cornish broccoli in the afternoon and guarantee next morning delivery. B.R.S. could provide services for all the 800 growers in Cornwall.

Granting the application, Mr. Nelson said if broccoli was to be at the station for 11 a.m. it would have to be cut the day before, yet it should arrive at its destination fresh. Sent by train, it had to be cut on Monday, picked up on Tuesday, and did not arrive until Wednesday morning, which was not satisfactory for the growers.

Opinions and Queries

That "Nice Work"

YOUR article "Nice Work If You Can Get It!" (November 7) raises a number of interesting points. On behalf of the National Council of Coal Traders, may I make one or two comments which I hope will help your readers to gain a more balanced picture. As it stands, the article might conceivably give a false impression of the role of wholesale distributors in the coal trade.

The supply of fuel to Central Electricity Generating Board consuming points is a specialized class of coal distribution which few of our member companies have the organization or the equipment to undertake. It would be difficult to believe in these days that the C.E.G.B. would pay thousands of pounds commission to a distributor who did nothing in return.

The buyers are free agents, and they place their supplies in the hands of distributors—whether they be the N.C.B. acting in their capacity as distributors or private-enterprise companies—according to the services required at the many and various consuming points. For the most part, the very substantial tonnage for which wholesale distributors are made responsible is delivered either by coastwise ships for power stations situated on the water-side, or by large-capacity road vehicles for inland consuming points which are non-rail connected or find that regular consistency of supply is best achieved by road vehicle. The remainder of the coal for power-station use, still millions of tons, is bought direct from the N.C.B. and delivered by rail to sidings, whence the consumers themselves undertake the discharge and delivery to boiler house.

There is far more than a mere book entry involved in efficient delivery of the bulk commodity. A great deal of expert experience and organization is necessary to arrange loading of the right coals at the right time for delivery according to the consumer's requirements, apart from the substantial capital required to purchase and maintain the equipment and an adequate fleet of vehicles. The same applies to an even greater extent to delivery alongside wharf by coastwise vessels, especially when barging is involved.

Finally, the haulage item in coal delivery is a substantial part of the cost, irrespective of whether the delivery is by rail, road or sea. That the Yorkshire distributor mentioned in your article could do this service without "claiming" a charge, is, surely, not logical.

London, W.C.1.

A. R. BRUCE,

The National Council of Coal Traders.

Accuracy of Test Figures Queried

BEING a regular reader of *The Commercial Motor* and of an associated motoring journal, I naturally read with interest road test reports of new vehicles. I must say that some of the figures given in these tests have sometimes made me wonder, as regards their accuracy.

On reading, in your issue of November 7, the report on the new Commer 6-tonner, I was somewhat startled to read that John F. Moon had performed the amazing feat of achieving over 100 per cent. deceleration on applying the foot brake. He certainly is right when he follows this by saying that "there was little noticeable lag in the braking system," for over 100 per cent. deceleration will mean that, on applying the brake, the vehicle will immediately be travelling in the opposite direction.

Mr. Moon also achieved the "exceptional efficiency" of 54.75 per cent. with the hand brake "without excessive

effort," although one rear wheel was locked. Surely the Commer designers have gone to unnecessary expense in providing the foot brake with servo hydraulics!

However, reading on and finally coming to the road test chart, I note that, according to the maximum stopping distances given at 20 m.p.h. and 30 m.p.h., the deceleration efficiency by my figures gives 53 per cent. and 57 per cent. which is more down to earth and still exceptionally good.

Surely this proves that these inertia- or pendulum-operated meters can give very optimistic figures under certain conditions, e.g., a very soft or flexible front suspension allowing the nose of the vehicle to dip rapidly on brake application, and are of use only when the correct figures are known for particular types, as a comparison. I certainly do not think that they should be used on a new chassis.

Flitwick.

J. N. RIDGLEY.

[There is no question of any inaccuracy with regard to the figures quoted in road tests published by *The Commercial Motor*. Mr. Ridgley is quite correct in assuming that to achieve over 100 per cent. deceleration with the foot brake is something of an "amazing feat." The instance he quotes is, however, by no means an isolated example and it has frequently been found that decelerations in excess of 100 per cent. have been recorded by the deceleration meter used on such tests. Indeed, a leader in our issue for October 3, 1958, pointed out the futility of such readings.

A deceleration meter of this type is used on tests only for comparative purposes, so that some indication of the reduction in maximum efficiency can be obtained when comparing results before and after a brake-fade test, for example. The stopping distances quoted are obtained with a marker gun and represent the distance taken to come to a standstill from the instant that the brake pedal is applied, thus taking into account braking-reaction delay.

In the case of the Commer test, it was remarked that there was little noticeable lag in the braking system, and this would help to account for the reading of over 100 per cent. because within a very short time of the brake pedal being applied the vehicle was subjected to violent deceleration which, combined with the soft front suspension and resultant front end dip (shown in the picture on page 536) would swing the pendulum of the deceleration meter past the theoretical maximum-efficiency figure.

With regards to the figure obtained during the hand-brake test, a deceleration meter has to be employed for such tests because of difficulty in installing the marker gun so that it is fired as soon as the hand-brake lever is applied. The figure of 54.75 per cent. obtained with the Commer from 20 m.p.h. is a quite genuine one, however, although exceptional, and merely serves to indicate that such efficiency can be obtained with a simple hand brake with careful design. "Excessive effort" was not applied: in some cases it is necessary to apply both hands to the hand brake to get anything approaching a reasonable retardation figure, whilst in the case of the Commer a single-handed pull was used on each occasion.—ED.]

Partial Eclipse of the Moon?

IN his interesting report on the Dennis Paravan (*The Commercial Motor*, October 31, 1958), John Moon misses an operating point, I think. He says, "... at the end of its day's run the payload would have been reduced to nothing."

The usual method of working parcels services is to do deliveries in the morning and early afternoon and then to turn to collections. It is not at all unusual for a van to return to the depot more heavily laden than when it left.

Birmingham.

CHAS. S. DUNBAR.

Douglas 4x4 Dumper Has Rootes Engine

AN unusual feature of a 4 x 4 dumper chassis introduced by Douglas Equipment, Ltd., Cheltenham, is the use of the Rootes three-cylindrical horizontally opposed two-stroke oil engine. The new chassis, known as the DM.44, has a wheelbase of 9 ft. 6 in. and is suitable for standard 8-cu.-yd. bodies. The maximum recommended gross weight is 16½ tons. With 8-cu.-yd. dumper body, the unladen weight is 6½ tons.

Because the overall width of the chassis does not exceed 8 ft. when equipped with the standard 11.00-20-in. (16-ply) tyres (twins at the rear), the chassis can be used on the road in the normal way. Its overall length is 16 ft.

The Rootes oil engine, which develops 105 gross b.h.p. at 2,400 r.p.m., with a peak torque output of 270 lb.-ft. at 1,200 r.p.m., is forward-mounted in the chassis frame and carries a 13-in.-diameter single-dry-plate clutch. The four-speed synchromesh main gearbox has forward ratios of 7.227, 3.478, 1.838 and 1 to 1, with a reverse ratio of 8.431 to 1. Behind it is a Douglas two-speed auxiliary and transfer box, the auxiliary ratios being 2.204 and 1 to 1.

The axle reduction ratio is 7.2 to 1 and gives an overall bottom-gear ratio, with low auxiliary ratio engaged, of 115 to 1. A tractive effort of 16,000 lb. is claimed and the chassis can climb a 1 in 2.5 gradient. The minimum speed

The new Douglas DM.44 4 x 4 dumper is suitable for bodywork of up to 8 cu. yd. capacity, as illustrated. A Rootes three-cylindrical two-stroke oil engine powers the vehicle and eight forward gearbox ratios are given.



at maximum torque is 1.4 m.p.h. and the top speed on the road is 40 m.p.h.

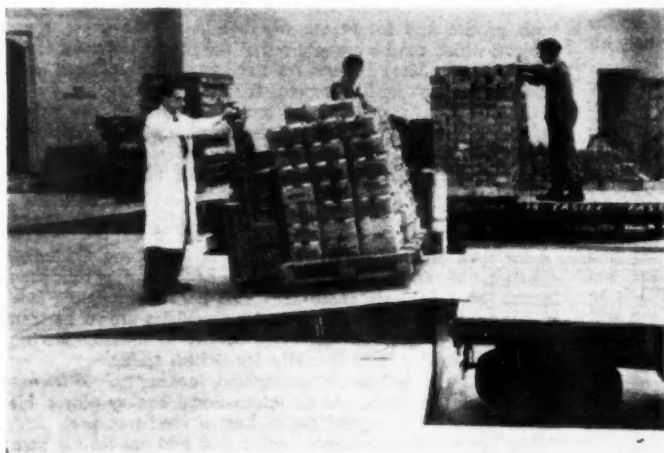
Front and rear axles are standard Douglas assemblies, with fully floating driveshafts, and the propeller shafts have Hardy Spicer needle-roller bearings. Dunlop Trakgrip tyres are carried on three-piece 7.33V wheels with 10-stud fixing and 6.2 in. offset. A spare wheel and carrier can be supplied as extra equipment.

Heavy-duty semi-elliptic springs form the suspension at front and rear, and telescopic dampers are fitted at the front axle as standard and can be fitted at the rear to order. Marles cam-and-double-

roller steering is employed and the quoted turning circle is 48 ft. The braking system consists of direct-air-operated cam brakes at the rear and air-hydraulic front brakes with two-leading-shoe units.

Welding and bolting are employed in the assembly of the chassis frame, the side members of which have a maximum depth of 10 in. and are reinforced to withstand shock loadings. The standard half-cab is an all-steel assembly and safety glass is fitted all round.

Instruments include a speedometer, air- and oil-pressure gauges, ammeter and water-temperature gauge. A 24v. electrical system is specified.



IN the design of a new warehouse, built by Lewis Berger (G.B.), Ltd., Freshwater Road, Chadwell Heath, Essex, allowance was made for the installation of a special type of counterbalanced deck which would facilitate the use of pedestrian-controlled fork trucks for vehicle loading. Pallet loads of paint are distributed from the warehouse to seven depots by the concern's mixed fleet of 25 vehicles.

The counterbalanced deck was evolved by Mr. D. J. Hunter, a director of the manufacturers, G. Hunter (London), Ltd., 80 Fenchurch Street, London, E.C.3, in conjunction with the operator's transport and warehouse manager, Mr. C. P. Jones. Three of these decks are now employed, and a further five will be installed shortly.

Based on a system of levers and counterbalancing weights, a deck comprises a thin steel platform 8 ft. long and

Counterbalanced Deck Aids Loading

4 ft. wide, which is pivoted at the inner end and has a curved extension at its outer end projecting a few inches beyond the edge of the fixed bank. The loading end can be raised by finger-tip pressure from the neutral horizontal height of the platform of 3 ft. 6 in., to a height of 5 ft., or lowered to a point 2 ft. 3 in. above ground level.

It can, therefore, be raised 1 ft. 6 in. and lowered 1 ft. 3 in., and can be readily adapted to all types of vehicle, including low-loaders. In preparation for loading, the outer end of the deck is raised above the vehicle platform and is lowered on to it after the lorry has been backed into position.

Standard 3 ft. by 3 ft. pallets carrying up to a ton are conveyed by a Lansing Bagnall battery-electric truck, and the operative can load a 15-ton vehicle in 15 minutes. Loading by hand occupies three to four hours.

The most outstanding advantage provided by this method of loading is the increase of vehicle availability resulting from quicker turn-round.

Bird's Eye View**By The Hawk**

Who Earns What

AS the rewards for public service are so much smaller than in industry, road transport is fortunate in having such an outstanding Minister of Transport. Lord Mancroft, who, as Minister Without Portfolio, represented transport in the House of Lords, gave up the post because he could not keep himself and his family of six on his salary of £3,750 a year. By taking a seat on the board of Great Universal Stores he is likely to earn more than £10,000 a year.

Underlining the disparity between emoluments in Government and industrial posts, *The Financial Times* last week published the average amounts drawn by directors of 25 large companies. For instance, directors of the British Motor Corporation average £17,633 a year. In the British Ford Motor Co., Ltd., they draw £11,043, whereas the chairman of the American Ford company is paid £132,000 a year. Esso directors are credited with an average of £10,619 and B.E.T. directors with £10,572. It is perhaps significant that B.E.T. were 24th in the list. There is no money in buses.

Do-it-yourself

ARE you ever worried about making ends meet? Then take a tip from Mr. J. L. Brighton, a haulier operating around Newton Flotman, near Norwich. He recently acquired a first-class machine for turning out counterfeit coins. He can now join the ranks of hauliers who are popularly believed to be "making" money galore.

But let me hasten to explain that Mr. Brighton had the gadget wished on him. He was hired to clear out a village blacksmith's shop and, being a thorough chap, explored dark, cobwebbed corners that had not seen a light for many generations.

Before long, his lorry was a veritable museum of long-forgotten tools, though why a centuries-old counterfeiting machine should have been part of a smithy's stock-in-trade is still a mystery. However, if any reader urgently needs a tool for fixing the spokes firmly into the wheels of penny-farthing bicycles. . . .

New Uniform

CHANGING times for the Service officer were neatly summed up by Lt.-Gen. Sir Richard Goodbody, G.O.C.-in-Chief, at a Northern Command Press conference. Said Gen. Goodbody: "In former days a General tried to sell his life dearly on the battlefield. Today he does just that same thing immediately his career is ended."

A colleague who was present remains convinced that the General's eye twinkled in his direction as he made that neat appraisal of the situation. But former senior officers now fill so many niches in industry that perhaps my colleague's belief may have been imagination.

Getting Together

SO far Southampton, the home town of Mr. W. J. Irons, national secretary of the Transport Managers' Club and Southampton district manager of British Road Services, has been without a branch of the Club. But the omission is to be rectified and an inaugural meeting of the local Club will be held after Christmas. Its sphere of influence will extend from Poole to Portsmouth.

Mr. Irons told me he hoped that a club being formed in Oxford would also become affiliated to the national organization.

Brewers' Saviour

IN "Seventy Rolling Years," just published (Faber and Faber, 25s.), Sir John Thornycroft appears as the saviour of Whitbread's, the brewers, during the 1921 coal strike. It was his advice and active help which enabled Sir Sydney O. Nevile, the author, to improvise oil-burning equipment at short notice and thus keep up the brewery's production.

The book recalls 70 years' experience in the brewing industry and includes sketchy references to Whitbread's transport. Sir Sydney pioneered bulk tankers at the beginning of the century with a horse-drawn 360-gal. outfit. The company now run eight-wheelers.

c26



"Why not? My name's Charlie Diggins."

General Confusion

ANYONE who attempts a statistical survey of road haulage is inviting argument. Maj.-Gen. G. N. Russell, general manager of British Road Services, disagrees with a finding of the Road Haulage Association, in analysing long-distance transport, that free-enterprise operators travel twice as far and carry twice as much as B.R.S.

The R.H.A. are wisely refraining from publishing the results of two surveys which they have conducted and, as the basis of calculation is unknown, no one can say what the relative positions of the State-owned and free-enterprise sectors of the industry are. Any argument on the subject is profitless.

Butter on the Bread

DURING recent weeks there have been some furrowed brows among hauliers who work substantially for the building trade, for the full effects of credit restrictions imposed some time ago are now being felt. But, as a result of the new Government policy on investment, brighter times lie ahead for both private and local authority building. There are some projects which can be brought out of the pigeon-holes for early action, but building experts do not expect the enlarged programme to reach its full impetus for another year.

Good news for hauliers is contained also in the Prime Minister's announcement of the construction of new steel strip mills in Newport, Mon., and in Lanarkshire, each with an initial production capacity of about 500,000 tons of sheet and light plate.

Pictures Talk

A WELCOME visitor last Friday was Mr. Bram G. Smits, owner of West-Friesland Belge, one of the leading European international haulage concerns with offices in Belgium and Holland. He owns 40 lorries and his vehicles are to be seen every week on the Transport Ferry Service to Britain. He has had a semi-trailer built specially for British traffic.

He was on a week's visit to England, looking up old friends and making new ones. As an international hockey player, his repute extends far beyond the realms of road transport.

Mr. Smits is a keen photographer and laid out on my desk a large sheaf of photographs of his vehicles in action in various parts of the Continent. "People can talk much, but when there are photos they can see," he said simply.

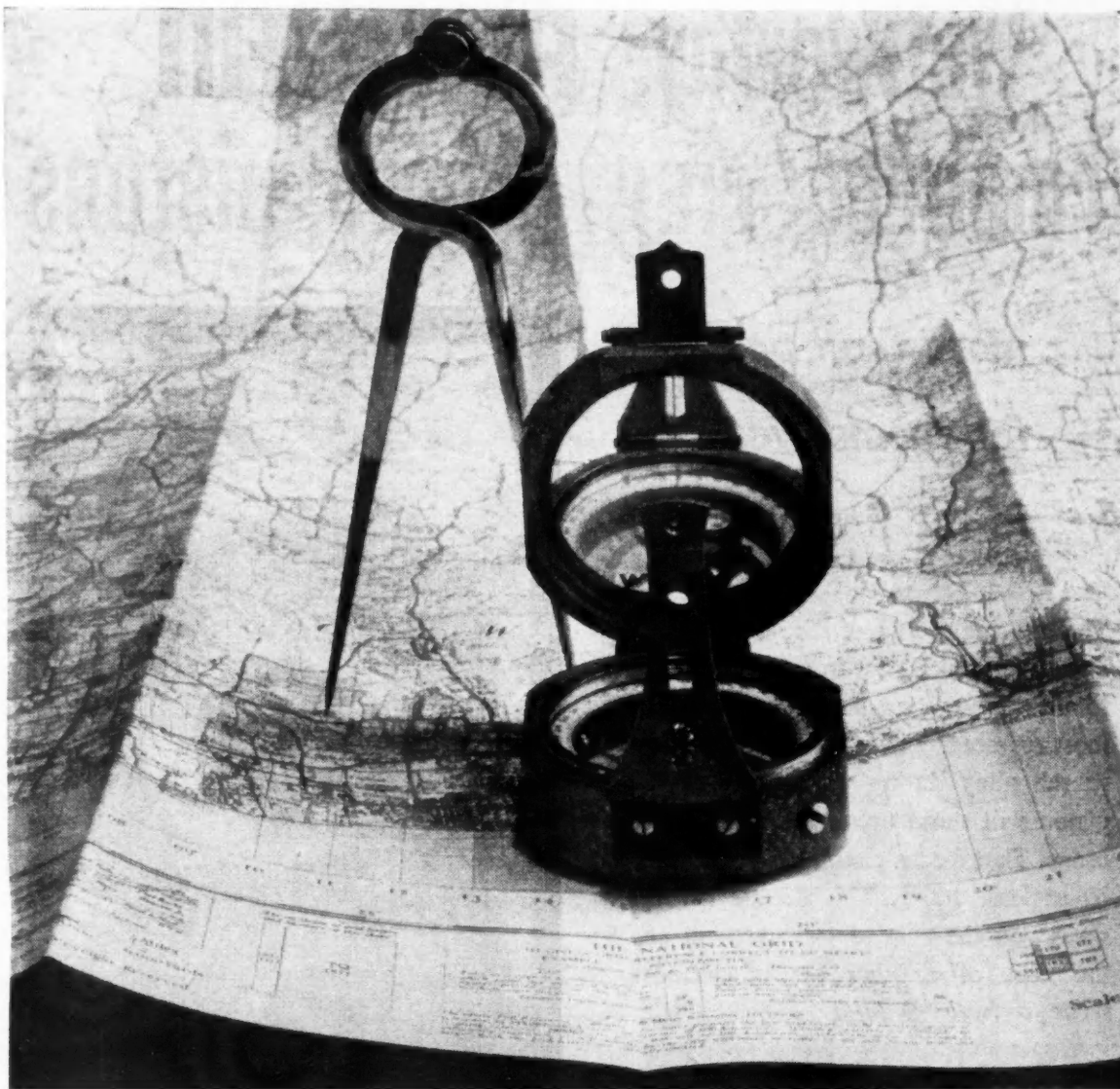
Conversation Piece

LONDON TRANSPORT: "Hop on a bus."

Passenger: "I have been waiting for this bus for half an hour."

Conductress: "It wouldn't worry me if you had been waiting 2½ hours."

This, I may say, is not a figment of my imagination.



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SHELL MEETS THE DEMAND FOR DERV ALL OVER BRITAIN

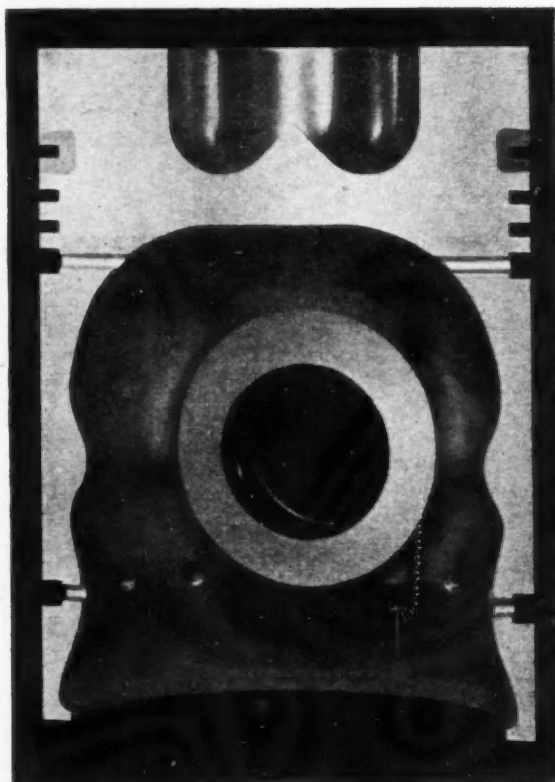


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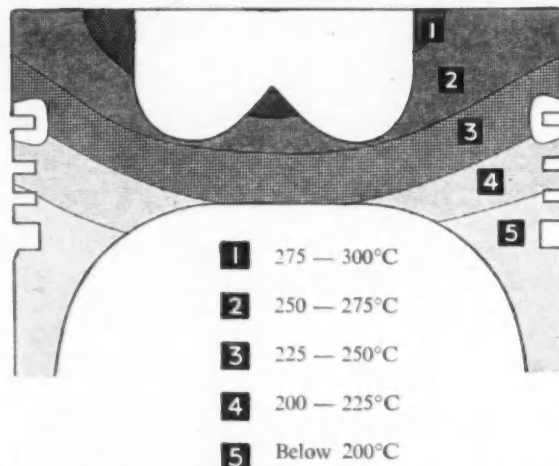
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Political CommentaryBy JANUS

Identity Disc

WHAT is taken for granted is often more surprising than the things that cause arguments. Everybody would claim to know what a haulier is. He least of all has any doubts, and it seems natural and logical for him to join with other hauliers in a national association. At times, however, the differences between hauliers seem much more significant than what they have in common, and but for the accident of legislation they might not easily be recognized as a complete and well-defined industry.

There is not the same confusion among road-passenger operators, who are neatly parcelled off into spheres of influence and are all carrying the same kind of traffic. Hauliers show a much wider variety of functions. Some compete furiously with each other and with the railways for whatever traffic is going, others are highly specialized and have no interest in general goods. It may be wondered why hauliers make a point of having a united body to represent them at every level, whereas the passenger carriers prefer to form several distinct associations.

Without the licensing system there would have been a very different road haulage industry, or perhaps the industry would not have developed into a recognizable entity. If there are powerful forces pulling hauliers together, there are also important influences separating them. The tendency of the individual operator to specialize is a measure of the attraction towards the industry that he serves.

The growing popularity of the contract-A licence and of the C-hiring margin shows that the trader likes to have his own private haulier, and would perhaps go into the transport business himself were it not for the licensing difficulties. When transport units were first put on sale, one or two big concerns seized the opportunity to start up in road haulage with a subsidiary company. Many others might have done the same if they had thought of it in time—and it so happened that the time they had for making up their minds was limited. The list of suitably large transport units was offered only once before the Government decided that sales had gone far enough.

Paradoxical Conclusion

One of the many peculiar features of disposal was that it provided, for a period of five years. A licence that could be bought and sold, and thus revealed that some traders were eager to go into the haulage business. It is a paradoxical conclusion that, if the licensing restrictions had not been imposed, there would have been fewer rather than more operators doing work for which they now require an A licence. The tendency might have been even more pronounced than it is for the large organization to build up its own transport system. There was not so long ago a proposal from a group of Conservatives to allow the C-licence holder to carry for hire or reward. The idea appears to have been dropped, but it must have been inspired by a hankering on the part of some traders to become part-time hauliers.

What binds hauliers together, and keeps them as a separate industry, is the licence disc. The owner-driver carrying materials for the new motorways on sub-contract; the heavy haulier with trailers built to carry 100 tons or more; the operator wholly owned by a big industrial concern; the bulk-liquid carrier and the livestock carrier; the long-distance and the short-distance man—all are alike at least in having to hold an A or a B licence.

Perhaps to some extent the licensing system explains why

so many of them are not content to remain merely hauliers. They cannot expand in one direction, and their enterprise finds scope in another. They dabble in undertakings even more varied than the haulage industry itself. But there are other reasons for this besides the licensing system. The more a haulier knows about the trade or industry he serves, the more efficient is his service.

There is no better way of learning about an industry than by having a stake in it. The haulier with outside business interests comes back to road transport with new ideas. The lack of such interests is responsible for the "inbreeding" about which Mr. G. W. Quick Smith, a member of the board of management of British Road Services, complained in a paper early this year. Independent hauliers have never found inbreeding a danger. The restrictions upon their enterprise are only within their industry. The world outside is their oyster. It is the walls of the Ivory Tower that seem at times a prison.

Apt Commentaries

All this is relevant to the coming debate on ownership of long-distance road haulage. Apt commentaries, although certainly they were not intended to have just this shade of meaning, have been made by both the Federation of British Industries and the Association of British Chambers of Commerce in their recent pamphlets on nationalization. The F.B.I. condemn as "artificial" the concept of an industry as something complete in itself, that can be separated and nationalized at leisure.

The economic unit of management is the company, not the industry, say the F.B.I. They give as examples the chemical concern that may find itself dealing in metals or textiles, and the engineering organization that may stretch out into businesses it has served or is served by. An example even more to the point in view of the direct threat from the Labour Party is the haulier, who so very often is also a garage proprietor, or an engineer, or a farmer, and so on. Even the railway companies, who might have been regarded as self-contained and separate units, were found upon nationalization, much to the surprise and even the embarrassment of some of the Socialists, to run haulage and road passenger businesses, docks, wharves, ships, and even the travel agencies that turn up incongruously year after year in the British Transport Commission's reports.

The F.B.I. write, perhaps deliberately, in the grave style of the economist, and set down their opinions as though without any great interest in them one way or the other. The chambers of commerce are more inclined to worry. A nationalized industry, they say, having a monopoly or a partial monopoly, is tempted to extend its field of activity. The B.T.C., for example, might decide to build their own locomotives, or rolling stock, or lorries. They might also launch into trades ancillary to their main business.

The B.T.C. are, in fact, limited by the 1947 Transport Act. Their powers justify the uneasiness of the chambers of commerce, but they are not allowed to manufacture anything not required for the purposes of their undertaking. They cannot, therefore, as hauliers sometimes do, enter into the field for which they have previously merely done the cartage. It is obviously desirable that this curb should be placed upon their powers, particularly in view of the losses they have succeeded in making just as operators of transport. It is a fundamental fault of nationalization that the industries taken over have to wall themselves in.



Planning for Profit

An Epco 10-cwt. hydraulic crane is fitted to this Thames breakdown tender, built for their own use by the County Garage Co., Ltd. P.O. Box No. 29, Carlisle. The vehicle has jacks at the rear and a heavy towing bracket.

Cost of Running Light Vehicles is Often High Because They are Regarded as Secondary Effects to the Owner's Main Interest and There is Too Little Control

Small Vans Can Be BIG WORRIES

MORE than 500,000 commercial vehicles licensed today have unladen weights under a ton. Yet only a fraction of that proportion is operated under experienced control, and the results are daily obvious to all road users. Whilst there are always exceptions to the rule, the compliments repeatedly paid to the high standard of driving and courtesy shown by professional drivers generally apply to drivers of vehicles in the heavier categories. The condition of the respective classes of vehicle, however, is not necessarily a reflection on driving ability. It may result from traders' lack of policy as to their operation.

The whole exercise of running a delivery van is often looked upon by traders as an unnecessary expense, so that future decisions are prejudiced from the outset. At the first hint of a credit squeeze within the company, van expenses are relegated to the bottom of the list. Because the trader is in business primarily for other purposes, such decisions may be economically justified.

Mechanical prudence, however, might require current expenditure to effect further economies, yet authoritative opinion based on a balanced judgment of these two conflicting interests is seldom available to the small operator, and the great majority is in that category, because a million vehicles are shared by half-a-million C-licensees.

It is essential that the operator should have a proper knowledge of the costs involved in running a commercial vehicle if he is to be able to keep the right perspective when unexpected items of expense have to be authorized. In his main line of business he would not consider undertaking a new venture without knowing in advance the total financial commitments

involved. Yet similar prior concern is not always shown when a delivery van is being purchased.

The initial cost—or the amount of the deposit and subsequent deferred payments—is the major, if not only, matter he considers. Many such operators would be extremely sceptical if told that the operating costs for a year would greatly exceed the initial cost. For example, a 10-cwt. van covering 350 miles per week would cost £825 per year to run, compared with an initial price of around £550.

There is a further complication for the owners of many small vans who are naturally both more concerned and expert in matters other than vehicle operating costs. It is the fact that more than £200 of the £825 just quoted has not to be found immediately, but is nevertheless accumulating with every mile.

Invariably, when some proportion of the £200 has to be met, payment may be inconvenient if suitable provision has not been previously made, although mechanically the expense may be both justified and reasonable. If such decisions are allowed to go by default, frustration rather than economy will result when urgent deliveries are delayed through vehicles being off the road.

A proper appreciation and assessment beforehand of all the costs involved in running a small van would help a trader to avoid such a situation arising, and could, in addition, point the way to possible economies. Pertinently, a 10 per cent. reduction in the operating costs of a 10-cwt. van could cut £80 off a trader's yearly transport account. On that score alone, van operating costs deserve more detailed examination, even though transport is ancillary to the trader's main business.

Point to Economies

Consider the 10 items of operating costs applicable to a petrol-engined 10-cwt. van, grouped first as between standing and running costs, and additionally as between current and deferred costs. These alone form the basis on which an economical delivery-van service can be planned, as opposed to the make-do-and-mend existence which only too often obtains.

With an unladen weight of around 18 cwt., the vehicle bears an annual Excise duty of £15, or 6s. per week. As with the other four items of standing costs which follow, the weekly amount is calculated on the basis of a 50-week year, thereby allowing for at least two weeks in the year when the van is not in service.

Wages are assessed at £8 19s. Although there are no statutory rates of pay for drivers of C-licence vans, in practice their wages tend to be similar to those obligatory on A- and B-licensees. In this instance the rate chosen applies to a driver over 21 years of age operating in a Grade 1 area, as defined by the Road Haulage Wages Council. The addition to the basic rate of £8 3s. makes allowance for both National Health and employers' voluntary liability contributions, together with two weeks' holiday with pay.

Garage rent and rates are reckoned at 7s. per week. Vehicle

(Continued on page 639)

OPERATING COSTS OF PETROL-ENGINED 10-CWT. VAN
350 MILES PER WEEK

	Per mile	Weekly expenditure		
		Total	Paid currently	Deferred
	d.	£ s. d.	£ s. d.	£ s. d.
Standing costs:				
Licences	0.21	6 0		6 0
Wages	6.13	8 19 0	8 19 0	
Rent and rates	0.24	7 0	7 0	
Insurance	0.26	7 6		7 6
Interest	0.23	6 7		6 7
Totals	7.07	10 6 1	9 6 0	1 0 1
Running costs:				
Fuel	1.55	2 5 3	2 5 3	
Lubricants	0.14	4 1	4 1	
Tyres	0.48	14 0		14 0
Maintenance	0.85	1 4 10	7 6	17 4
Depreciation	1.23	1 15 10		1 15 10
Totals	4.25	6 4 0	2 16 10	3 7 2
Total operating costs ..	11.32	16 10 1	12 2 10	4 7 3

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insurance, based on a comprehensive policy for a vehicle operating in a medium-risk area with an annual premium of £18 10s., is assessed at 7s. 6d. per week.

Interest is nominally rated here at 3 per cent. on the initial outlay—say, £550 in this instance—making a weekly charge of 6s. 7d. It is an item of cost which should not be overlooked, particularly by traders contemplating expansion of their primary interests.

These five items of standing costs thus total £10 6s. 1d. per week and, assuming that the van averages 350 miles per week, the standing cost per mile will be 7.07d. The corresponding cost where the mileage was only 200 per week would be 12.36d., emphasizing the effect of mileage on standing costs.

With limited exceptions, however, running costs have a fixed rate per mile, but vary directly in total amount in relation to the mileage run. Fuel costs are reckoned at 1.55d. per mile, based on petrol being purchased in bulk at 3s. 9d. per gallon. Lubricants are estimated to cost 0.14d. per mile. The price of a set of tyres for this class of vehicle would be around £40, and with a mileage life of 20,000 the cost per mile would work out at 0.48d.

Maintenance cost per mile is calculated at 0.85d., which



This Trojan personnel carrier, which has a Perkins P3(V) engine, is operated by Semtex, Ltd. It was supplied through Parris (Leicester), Ltd.

includes servicing and all repairs. Depreciation is based on a vehicle mileage life of 85,000, or approximately five years at 350 miles per week. To obtain the amount to be written off, it is necessary first to deduct the cost of the initial set of tyres from the cost of the van, as these are already dealt with as a separate item. After deducting also an estimated residue value of £75, a balance of £436 remains, giving a depreciation cost per mile of 1.23d.

Total running costs per mile thus become 4.25d., which, when added to the standing cost of 7.07d., gives a total of 11.32d. for the 10 items of operating costs so long as weekly mileage averages 350.

Standing Costs

The cost per week for the five items of running costs, as distinct from the cost per mile, would be: Fuel, £2 5s. 3d.; lubricants, 4s. 1d.; tyres, 14s.; maintenance, £1 4s. 10d.; depreciation, £1 15s. 10d.; total, £6 4s. When added to the standing costs per week of £10 6s. 1d., the total cost of operating a 10-cwt. van 350 miles per week becomes £16 10s. 1d.

These amounts are set out in the accompanying table, with the additional division between the items of cost which have to be paid currently week by week and those for which payment is deferred, even though the amount steadily increases with every day or mile the van is operated.

Allocation of the first item of standing costs—licences—to the deferred column may at first examination seem anomalous, as it is an expense which has to be met before the vehicle turns a wheel. In practice, it is not unusual for the dealer to arrange the licensing of a new vehicle on the purchaser's behalf and

for subsequent payment of the vehicle to include that item. Nevertheless, if payment of all operating costs is to be made as convenient as possible, provision must be made weekly to accumulate appropriate funds to meet the more occasional expenses when they arise. The same remarks apply to insurance and interest.

Wages would obviously have to be met weekly and it is assumed that this applies also to rent and rates, although payment may admittedly be made at longer intervals. Of the five items of standing costs, £9 6s. will thus be met weekly and £1 0s. 1d. at a later date.

Whether fuel and lubricants are purchased in bulk or on credit through agencies if outside pick-ups are necessary, payment is virtually a current expense in both cases. A set of tyres is an expensive item even for a small commercial vehicle. Many traders operating one or two vans may find payment inconvenient if prior provision has not been made.

Maintenance includes both servicing done weekly and repairs undertaken at less frequent intervals, depending largely on the mileage run. In this example, I have assumed that 7s. 6d., mainly chargeable to labour, will cover the cost of weekly servicing. It will be noticed, however, that more than twice that amount will not be incurred in the early stages, assuming the trader starts with a new van.

Though this is fully appreciated by experienced transport operators, failure to realize the significance and to make appropriate provision is undoubtedly the reason for the poor condition of many small commercial vehicles to which reference has been made in successive annual reports of the Licensing Authorities.

Even if the trader were mechanically minded and consequently able to keep on top of maintenance problems, he might still find, after a period of apparently economical operation, that he had lost most of his initial capital spent in the

purchase of the van. As shown in the table, depreciation is by far the largest of the six items of deferred expenditure—£1 15s. 10d. out of a total of £4 7s. 3d. In trades where competition demands more frequent replacement, it may even be higher.

The attitude that, because it is only a small van, it does not warrant the time necessary for proper consideration and appropriate provision for its operating costs, is widespread, with obvious results. In the example shown the total operating cost per year would amount to £825, of which £607 would have to be paid out currently. The balance of £218 may be deferred, but payment will eventually have to be made. Whether or not it is made in the manner suggested here, or as the result of premature resale at a value below standard, the true cost of operation cannot finally be evaded. S.B.

UP-TO-DATE COSTING INFORMATION

Every operator should have a copy of the new edition of "The Commercial Motor" Tables of Operating Costs." Completely revised and based upon prevailing prices, figures relating to goods and passenger vehicles of all sizes and with different power units enable providers of transport to measure the economy of their own methods, whilst users can judge, with the aid of this publication, the standard of services they may be offered.

The Tables may be purchased from booksellers at 3s. or 3s. 6d. by post from Temple Press Ltd., Bowling Green Lane, London, E.C.1.

Inquiry Finds Little Risk of Worse Jams at Smithfield

—If Butchers are Allowed to Carry Their Own Meat to Their Vehicles

THE risk of congestion would have to be carefully watched if retailers or their agents were allowed to carry meat from Smithfield Market to their vehicles, says the report of a committee of inquiry appointed by the Minister of Labour into the causes of industrial unrest in the market. The committee consisted of Mr. R. M. Wilson, Q.C. (chairman), Mr. H. Douglass and Mr. A. H. Mathias. Their report was published last Friday (H.M. Stationery Office, 2s. 6d.).

The possibility of congestion was emphasized to the committee by the Wholesale Meat and Provisions Transport Association. The committee comment that if retailers were allowed to use their own staffs to carry meat to their vehicles without delay, instead of having to keep vans waiting near the market for long periods, as so often happens at present, turn-round would be accelerated and congestion would be relieved.

Switch from Hauliers?

Many retailers who at present have their meat collected by carriers might in those circumstances choose to collect it in their own vans, but the committee doubt whether this practice would be widespread.

Among the committee's recommendations is that a retailer or his agent should be allowed to remove to his vehicle such meat as he can personally take out. If he wishes to use bummarées (self-employed porters) and his regular man is not available, others who are free to do so should do the job. Any retailer who is in a position to employ a full-time licensed porter should be allowed to do so.

It is suggested, however, that more far-reaching reorganization than a modification of existing arrangements may be necessary to prevent the efficiency of the market from being impaired and its future prosperity imperilled.

Road Transport Predominates

Reviewing the present system at the market, the report explains that practically all the meat arriving there is brought on road vehicles. Pullers-back remove the meat from the inside of the vehicle to the tailboard and hand it to pitchers.

Pullers-back are employed on all vehicles bringing meat to the market, except those operated by British Railways, in whose case the work is performed by their employees belonging to the National Union of Railwaymen. Sixty-two of the 72 pullers-back are regular employees of carriers. The present basic wage of regular pullers-back is £12 10s. a week, plus a bonus for exceeding a set tonnage, which may be between £2 and £4.

Pitchers take the meat from the tail-

board to the stall. Most of the regular pitchers are attached to certain market tenants, carriers or British Railways. Some of them, according to the report, earn £22 to £25 a week.

After sale, meat is removed from stalls to road vehicles by licensed porters, of whom there are 623—445 of them full-time employees of carriers. They earn £11 2s. 6d. a week, plus overtime, which averages two to three hours a week at 8s. 4d. an hour.

● Because of acute pressure on space it has been necessary to hold over the review of new patents which normally occupies this page.

Before the war, drivers pulled back their own loads. With the growing use of tractor-drawn trailers, which were frequently left to be unloaded while the tractor went to collect another trailer, pullers-back were introduced to deal with the "dead" loads—and those loads only.

Moreover, carriers customarily had their drivers licensed as porters and used them for that work when they were not required for driving. There was, however, a growing tendency to employ full-time licensed porters and reduce the amount of portering done by drivers.

Retailers and their full-time employees commonly carried out their own meat. There were also self-employed porters—the equivalent of the present bummarées—but no retailer was obliged to use them.

During meat control all market labour was pooled. It was agreed with the railways that when private trade was restored,

they would again employ their own pitchers. In 1954 the railways were prevailed upon not to do so, but they retained the right for their drivers to pull back their own loads.

During decentralization it became impracticable to use tractor-drawn trailers, and pullers-back were no longer necessary. At the request of the Transport and General Workers' Union, however, it was agreed to continue to employ some.

The Union undertook that when private trading was resumed at the market, drivers would again be allowed to pull back their own loads. When meat was decontrolled, the Union refused to implement this undertaking.

When control ended the Union strongly opposed the carriers' proposal that their drivers should once again be licensed as porters. As a result, full-time licensed porters have continued to carry all meat to the hauliers' vans.

Union Ignore Courts

The present controversy in the market regarding the employment of bummarées by retail butchers stemmed from the Union's refusal since 1954 to allow retailers to continue the pre-war practice of carrying meat out of the market themselves, or using their full-time employees to do so. This practice was permitted by the market by-laws, and its legality was upheld by the courts. The Union, however, continued to refuse to allow retailers or their staff to remove their meat.

"In all this we consider that the Union fell very much below the standard of responsible conduct which is the basis of sound industrial relations," the committee comment.

W.M.P.T.A. proposed that pitchers should be licensed by the market superintendent in the same way as are porters who carry meat out of the market. They also objected strongly to the compulsory employment of pullers-back and said that drivers should again do this work, as they did in every other meat market in the country.

Council Tendering Again Criticized

THE trend among education authorities of accepting the lowest tender for the carriage of school meals will eventually lead to a state of affairs where there is not one competent haulier doing the work. This was forecast last week by Mr. W. Fletcher, when he appeared for J. Troup and Sons, Forfar, before the Scottish Deputy Licensing Authority, Mr. Alex Robertson.

Troup's, who had held a contract for school meals deliveries in the Forfar area, were opposing the man who had taken it from them with a lower tender, Mr. James Black. He sought a B licence to undertake the work.

Mr. Fletcher declared that the authorities ought to be able to see that as time went on, each party would undercut the other until it was economically impossible to run a proper service.

Mr. B. C. Carnegie, for the applicant, said there was no question of the county council usurping Mr. Robertson's authority. The contract was granted only on condition that a licence was obtained in the normal way.

Granting the application, Mr. Robertson said the mere fact that Troup's had a licence should not compel the council to refuse a keener offer by a competitor who did not. If that were the case, licensed tenderers would be able to force the council to accept their prices. This would not be in the public interest.

However, if there were an annual change in the people carrying school meals, he would probably have to reconsider his decision in future cases. He did not want the council to get the idea that if they gave a man a contract he was bound to get a licence.

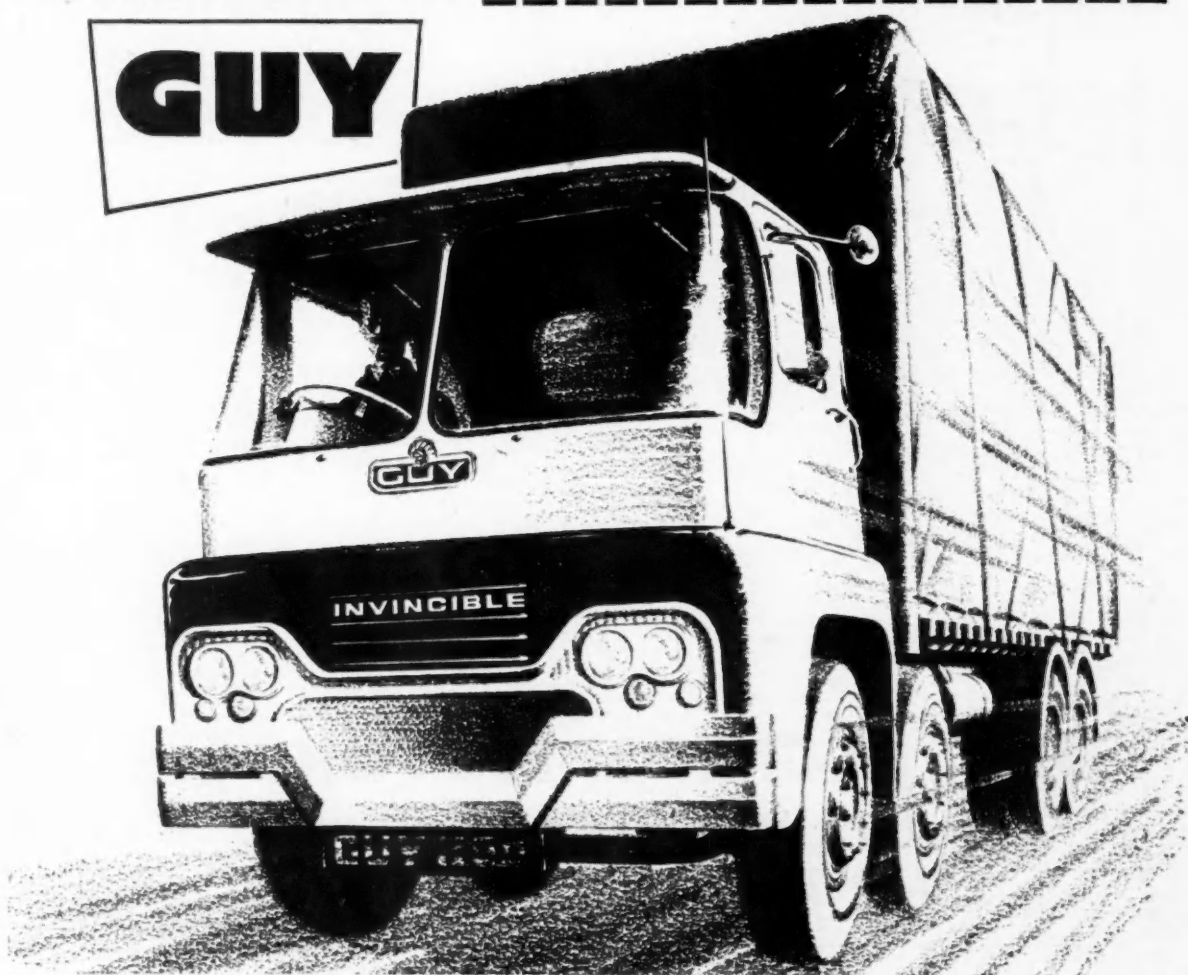
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OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedfords, all models; sent anywhere in Britain. TIPPERS a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.
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BEDFORDS ARE OUR BUSINESS.

WE have an ever-changing stock of good used BEDFORDS, from 10-cwt. vans to 10-ton tractor units, every one good, sound value.

NEW BEDFORDS.

NEW BEDFORD 10-12-cwt. van, list price.

NEW BEDFORD 15-cwt. van, list price.

NEW BEDFORD Aristocrat, list price.

NEW BEDFORD 4-ton chassis-cab, diesel, list price.

NEW BEDFORD 5-ton normal-control chassis-cab, diesel, list price.

NEW BEDFORD 6-ton forward-control chassis-cab, diesel, list price.

NEW BEDFORD 8-ton tractor unit, diesel, list price.

OUR after-sales service is second to none.

YOU are a busy man and cannot find time to come to us? Without obligation on your part our representative will be pleased to call on you to discuss your transport needs. Demonstrations without obligation.

JUST PHONE, BARNET 1061.

FULL H.P. FACILITIES.

FROM 10% DEPOSIT, NEW OR USED VEHICLES UP TO FIVE YEARS OLD.

PART-EXCHANGES? CERTAINLY!

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD.

NEW BARNET.

Phone, Barnet 1061.

AND

420 KING STREET, HAMMERSMITH.

LONDON, W.6.

Phone, Riverside 4111. 787-297

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USED BEDFORDS

OR

NEW BEDFORDS.

TOM BYATT, LTD.

OFFER THE BEST DEAL

IN THE

MIDLANDS.

1954 BEDFORD 7-ton long-wheelbase (diesel) drop-side (first registered Dec., 1953), new engine, guaranteed, £625.

1954 BEDFORD 10-ton (diesel) tractor unit, clean vehicle, £580.

1954 BEDFORD 10-ton (diesel) tractor unit, bodywork sound, in good mechanical condition, well tried, £425.

1956 Model BEDFORD forward-control 5-ton long-wheelbase (petrol), 18-ft. 6-in. flat platform body, immaculate, £500.

CHOICE of several BEDFORD and other makes of light vans at reasonable prices.

NEW BEDFORD vehicles (all models) in stock or early delivery.

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WANTED URGENTLY, BEDFORD TRUCKS OF EVERY DESCRIPTION IN PART-EXCHANGE.

SEND FOR OUR COMPREHENSIVE LIST OF GOOD USED MACHINES.

BUY YOUR BEDFORD AT BYATTS.

TOM BYATT, LTD.

FENTON, STOKE-ON-TRENT.

TERMS

Phone, Stoke-on-Trent 48581 (six lines). 787-435

1953-1954 BEDFORDS, A and S types, tippers, choice of four, to be sold owing to ill health, Ingrebourne 2078.

TWO 1954 BEDFORDS A-type short-wheelbase tippers, 6 yd. steel bodies, £550 (two). Phone after 6 p.m. Romford 63195. 789-6849

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1953 FORD 10-cwt. van with windows.

1953 BEDFORD CA large-capacity van, one owner.

1949 BEDFORD 30-cwt. drop-side truck.

SELECTION diesel boxvans

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDD.

Ashford 5741. 787-275

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD. OUR REPUTATION IS YOUR GUARANTEE. SELECTION OF OUR RANGE OF USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND
PERSONNEL CARRIERS ALWAYS AVAILABLE.

- 1956** BEDFORD petrol, 7-ton long-wheelbase, with platform body.
1954 Petrol 7-ton with 16-ft. platform body.
1955 Petrol 10-ton long-wheelbase drop-side truck.
1953 7-ton long-wheelbase with Comet engine, 16-ft. platform body.

ALSO

THE following vehicles are offered with demonstration mileage only—
6-TON long-wheelbase normal-control drop-side truck, with 300-cu.-in. diesel engine. Model D6LD1.
8-TON normal-control tractor chassis-cab with 300-cu.-in. diesel engine and Scammell coupling. Model D4A1.
8-TON forward-control tractor, chassis-cab with diesel 300-cu.-in. engine and Vauxhall Motors 2-speed axle and Scammell coupling.

MY WE QUOTE YOU FOR YOUR NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDD.
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Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 787-414

HAMILTON MOTORS (LONDON), LTD. THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDs for your inspection.
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—
NEW BEDFORD 6-ton short-wheelbase normal-control chassis-cab, diesel.
NEW BEDFORD forward-control truck. Leyland Comet engine.
NEW BEDFORD 7-ton long-wheelbase chassis-cab, petrol.

- 1957** BEDFORD 10-12-cwt. van, grey, £395.
1951 BEDFORD 5-ton boxvan, black, £295.
1956 BEDFORD 5-ton long-wheelbase truck, £645.
1954 BEDFORD 5-ton long-wheelbase truck, £495.
1955 BEDFORD Utilabake, ivory and blue, £350.
1956 BEDFORD 10-12-cwt. van, green, £325.
1956 BEDFORD Utilabake, colour blue, £425.
1955 BEDFORD 10-12-cwt. van, brown, £275.
1949 BEDFORD 8-ton tractor unit, £155.
1950 BEDFORD 3-ton long-wheelbase truck, £145.
1952 BEDFORD 7-ton short-wheelbase tipper, £295.
1956 BEDFORD 7-ton short-wheelbase tipper, £675.
1950 BEDFORD 5-ton long-wheelbase truck, £220.
1952 BEDFORD 5-ton long-wheelbase truck, £295.
1957 BEDFORD 10-12-cwt. van, £395.
1954 BEDFORD Dormobile, blue and red, £395.
1955 BEDFORD 10-12-cwt. van, red and black, £285.

SEE the new BEDFORD at our showrooms.
HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.
PART-EXCHANGES welcome.

DEMONSTRATIONS gladly carried out under no obligation.
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), LTD. 466-490 EDGWARE ROAD, LONDON, W.2. Phone, Paddington 0022 (12 lines). 787-294

GORDON KING MOTORS, LTD.

- 1955** BEDFORD CA van, excellent condition, one owner, £275.
1953 BEDFORD Comet 7-ton truck, £495.
1949 5-ton truck, good running order, body requires attention, £75.
1947 BEDFORD 5-ton truck, good mechanical condition, body fitted with hoops and canvas, £95.
HIRE-PURCHASE deposit now from 10%.

MITCHAM LANE, S.W.16. Streatham 3133-4.
787-267

Used Goods Vehicles (contd.)

BILL WALTON, LTD.

- 1950** BEDFORD-SCAMMELL tractor and 20-ft. trailer, one owner, £335.
1952 BEDFORD long-wheelbase tipper, new body, £250.
1953 2-ton AUSTIN truck, nice order, £315.
CHAPPELL'S GARAGE, 190-6 Kennington Park Rd., S.E.11. Phone, Reliance 1177. 787-310

- 1951** 5-ton long-wheelbase lorries. Choice of three, £125 each.
MEADWAY COMMERCIALS, Hordesley Green Rd., Birmingham, 9. Victoria 4933. 787-69

- 1954** 7-ton diesel, BEDFORD van Luton type body, R6 engine recently fitted, immaculate, what offers? Norwales Confectionery, Ltd., Prestatyn, Phone 870.
1955 BEDFORD 30-cwt. drop-side truck, 29,000 miles only, ex-owner driver, extras, £450. William Ripley, Dartford 5489. 787-218

- 1952** BEDFORD 7-ton, double-drop-side, with 18-ft. body, in very good condition, £225. William Ripley, Dartford 5489. 787-219

- BEDFORD OL 4 x 4** with winch, M.O.S. reconditioned, complete with new battery, spare wheel and tyre, £150; also some with winch from £80. Candicert's Transport, Ltd., Toddington, Beds. Phone 205. 789-0894

COACHES AND COMPONENTS, LTD.

- 1955** BEDFORD 7-ton diesel truck, very good condition.
1952 BEDFORD 3-ton boxvan, very good condition, 469-475 Holloway Rd., London, N.7. Archway 2647. 787-46

- BEDFORD 35-cwt.** 300-cu.-ft. Hawson-bodied van (petrol), 1954 model, delivery mileage only, brand new, painted and unlettered, off the Saints Garage, Birmingham Rd., Bromsgrove, Worcs. Phone, Bromsgrove 2632-3. 787-x3078

- 1956** BEDFORD 7-ton R6 tipper, single drop-side timber tipping body with metal floor, 11 ft. long by 2 ft. high, 9.00 x 20 x 15-ply tyre equipment, Weston front end tipping gear and stabilizer, vehicle in excellent condition throughout, price £950.
FOR further details please write or call, J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Redbridge, Southampton, Phone, Totton 2258. 788-6883

- 1954** BEDFORD 7-ton long-wheelbase diesel, alloy platform body, U.L.W. 3 ton, £495. Offley Bros., Ellesmere Port, Cheshire. Phone 1821. 787-78

- 1957** BEDFORD-SCAMMELL diesel articulator unit with 20-ft. Scammell trailer, one owner since new, small mileage, £800.

- 1955** BEDFORD 5-type articulator unit with new R6 diesel engine, exceptionally good order, £650.
1955 BEDFORD-SCAMMELL diesel articulator unit, R6 engine, one owner since new, £425.

- 1955** BEDFORD-SCAMMELL articulator unit, petrol, one owner since new, £550.
1953 BEDFORD-SCAMMELL diesel articulator unit, in good running order, £375. Trailers in stock, to suit.

- 1950** BEDFORD long-wheelbase truck, diesel engine, in very good order, £250. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 787-301

- 1953** And 1955 BEDFORD A-type diesel 5-ton short-wheelbase tippers, in excellent condition, from £425.

- COOK'S MOTORS (HILL TOP), LTD.**, 127 Hill Top, West Bromwich, Phone, Wednesbury 0470 and 1047. 787-140

- 1954** BEDFORD Dormobile, £325.

- COOMBS COMMERCIAL (GUILDFORD), LTD.**, 6 Portsmouth Rd., Guildford, Surrey, Phone, Guildford 62907. 787-168

- BEDFORD**, 1950, long-wheelbase tipper, drop-side, garaged at Saffron Walden, Essex, £150. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 787-342

- BEDFORD** artic. Carrimore 24-ft. trailer, good condition, 8 good tyres, £150. 373 Eastbank Rd., Sheffield, Phone, Sheffield 29139. 373294. 787-310

- 1954** BEDFORD 7-ton truck, Mark II, P6 engine, recently fitted, good tyres, £550.

- 1947** BEDFORD 5-ton long-wheelbase tipper, P6 engine, £225.

- GODFREY DAVIS, LTD.**, Neasden Lane, N.W.10. 788-6904

- 5-TON** long-wheelbase A-type BEDFORD diesel-engined chassis-cab, new September, 1956, fitted with a new Sparshatt-built 1,000-cu.-ft. body with drop well at rear, £1,100. Bognor 762 (evenings). 787-xA3126

- J. H. SPARSHATT AND SONS, LTD.**, London Rd., J. Hilsea, Portsmouth. Phone, Portsmouth 60361. 787-286

- 7-TON** BEDFORD R-type 4 x 4 chassis and cab, fitted pressure brakes, unregistered, 1959 condition, 4,000 miles only, price £750. H. C. Potter, North Bersted, Phone, Bognor 762 (evenings). 787-xA3126

- 1955** BEDFORD 10-12-cwt. van, £295.

- L. H. SPRING**, 108 Alexandra Park Rd., N.10. Enterprise 7667. 787-374

- 1952** BEDFORD large Luton pantechicon, built on passenger chassis, low mileage, and good condition, used on C licence for goods, unladen weight 4 tons 3 cwt., price £725.

- MORLEY MOTORS, LTD.**, Middleton Rd., Morley, nr. Leeds. Phone, Morley 4333 any time. 787-440

Bedford Wanted

- A BEDFORD for sale! Phone, Hamilton Motors, 466-490 Edgware Rd., London W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 222-506

- BEDFORD**. All types wanted.
BEDFORD. All types wanted.

- CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

222-821

- 1954** Or later 2-ton BEDFORD, also Bedford tippers, Walton Haulage, 253 Walton Lane, Liverpool. 787-159

Used Goods Vehicles (contd.)

BEDFORD WANTED.

- SECOND-HAND** 5-type BEDFORD-SCAMMELL petrol, not earlier than 1955. Good price paid. Phone or write
J. G. RYAN (MOTORS), LTD., Carlyle Rd., E.12. Hford 0714. 787-110

ADVANCE 5242.

- BEDFORDS** wanted! Bedfords wanted!!
BEDFORDS wanted! Bedfords wanted!!
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3.

ADVANCE 5242.

787-224

- BEDFORD** trucks Model RLC with 4 x 4 drive, must be in immaculate condition, petrol engine, and 1100 by 20 tyres. Offers to Gordon L. Poole and Co., Ltd., Oxford House, Oxford St., Southampton. 788-6898

- CONTRACTOR** requires three BEDFORD A model 5-ton tippers, petrol or Diesel; will pay a good price; short-wheelbase preferred.

- MESSHAMS, 4A Walker St., Liverpool, 6.** Phone, Antfield 2170. 787-6780

B.M.C.

- 1956** B.M.C. diesel artic. unit, 2-speed axle, in excellent running order, £650; trailers available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

CHEVROLET

- CHEVROLET** 4 by 4 hydraulic tipper, Perkins P6 engine, excellent condition. C. Russell, 46 Clarence St., Southampton. Phone 26590. 787-39

COMMER

- HARTWELL MOTORS, BOURNEMOUTH**, offer:—
COMMER 1958 6-yd. tipper, Rootes Diesel, air brakes and other extras, originally cost £2,200, used for demonstration only, £1,875.

- COMMER** 1958 unregistered 11-ft. 9-in. wheelbase 7-ton drop-sider, Rootes Diesel, air brakes, special price, saving £150, £1,800.

- COMMER** and Karrier main dealers and parts stockists. Phone, Winton 1777-9. 788-6879

- COMMER**, 1954, 25-cwt. van, ex contract, taxed, repainted green, noblemishes, All condition, £235. Capon and Sons, North 6422. 787-8

- LATE 1949** COMMER Superpoise articulator, P6, 22-ft. quick-release trailer, £200. Greenwich 0474. 787-10

- COMMER**, 1953, Q2 8-h.v. long-wheelbase coachbuilt van, one owner, sliding doors to rear, first-class condition, £195. (Morris-Cherrywood 4322. Below)

- COMMER**, 1950 model, 4-5-ton OX underfloor-engined 19-ft. boxvan, 7.50 by 20 new tyres, one C owner from new, £195. Morris, 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4322. 787-17

- 1951** COMMER 2-ton short truck, hoops and sheet, very genuine vehicle, £110. Acorn 4641. Shaw and Kilburn, Ltd., Western Avenue, W.3. Phone, Acorn 4641. 787-177

- SMITH AND BLACKWELL, LTD.**, offer:—
1956 COMMER 8-cwt. van, blue, very good condition, fold-in floor rear seat, one owner, £375.

- 1950** COMMER OX 7-ton long-wheelbase, engine overhauled, platform body, £240.

- 325** ESSEX RD., Islington, N.1. Canonbury 6451. 787-333

- 1955** COMMER 25-cwt. fixed-sided market gardener's truck, suitable for fruiters or allied trade, 8,000 miles only, original cost £900, 100% condition throughout, £450.

- OKATHORPE MOTOR CO.**, North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 787-288

- BURGH HEATH SERVICE STATION**, BRIGHTON RD., Burgh Heath, Surrey. Phone, Burgh Heath 2059.

- BURGH HEATH SERVICE STATION** for good used commercial, choice of over 12 5-12-cwt. vans, all makes, from £185-£310. 787-261

- 1953** COMMER vans, plain, from £265.
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7667. 787-376

CROSSLEY

- CROSSLEY** low-loader, 15 ton, knock-out axle.
WALKERS FILLING STATION, Ecclesfield, nr. Sheffield. Phone, Ecclesfield 3667. 787-436

DENNIS

- DENNIS** Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

- L. W. VASS, LTD.**, Amphill, Bedford, Amphill 3255. 222-697

- DENNIS** Max diesel truck, ex-M.O.S., ready to drive away, low batteries, low mileage, £395. For quick sale, King, Meadow Rd., Worthing. Phone 8118. 787-x7974

- DENNIS** diesel-engined Pax 6-ton double-drop-side truck, first registered March, 1952, generally in 100% condition, including practically brand-new tyres with spare unused, licensed until the end of the year, a really immaculate vehicle, £565. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. Phone 77667. 787-36

- DENNIS** Jubilant, 1954 model, 6-wheel, double-drive chassis and cab, 5-speed box, total mileage 67,000 since new, late property of large combine; in almost mint condition.

- O. T. JACKSON MOTORS, LTD.**, 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Birmingham Broadwell 2871-2-3. 787-44

- DENNIS** Max diesel, 3,000 miles, ex-M.O.S., 36 by 4 tyres, £410. Main Motors, Ltd., Woodside, Fulmer, Oxon. Phone, Ewelme 62. 787-283

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Used Goods Vehicles (contd.)

DODGE

1955 DODGE 6-ton Diesel platform, entirely rebuilt, also Millshaw tipping gear for above. John O'Leary, High St., Garraway, Skipton. 787-2687
DODGE, 1954, 7-tonner Perkins P6, normal control, 17-ft. alloy, flat, good condition, £350. Transport Repairs, Liverpool, Central 9421. 788-6881
DODGE 6-tonner, late 1956, rebuilt Perkins P6 engine, 13-ft. 4-in. wheelbase, 17-ft. drop-side body, Eaton 2-speed axle, well tired, ready for work. Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 787-115

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.
FULL range of spares for all models.
SALES and service. Perkins diesel service.
SEE our Miscellaneous Section advertisement for used DODGE vehicles. 787-367

1956 (Late) DODGE 106-AP6 long-wheelbase truck, 2-speed axle, shock absorbers, etc., repainted, new tyres.
1953 DODGE 105-P6 long-wheelbase tipper, repainted, good condition throughout.
GEO. H. KENDRICK, LTD., Carters Green, West Bromwich. Phone 0778. 787-136
1952 DODGE 105 P6 long-wheelbase drop-side, £275. Watford 31863. 787-351
1956 6-ton P6 short-wheelbase tipper, first-class condition, low mileage, £750.
EAST GREENWICH GARAGE, LTD., Trafalgar Rd., S.E.10. Circ 476-7. 787-490

Dodge Wanted

WANTED. DODGE, 1951 onwards. Phone or write **CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10.

GRE 2033-4. 787-358

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 787-25

ERF.

1947 ERF, 6LW tractor chassis and cab, Scammell heavy-duty coupler gear, reasonable price.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. "Diesel." 787-97
1948 ERF, 8-wheeler, 24-ft. platform, 6LW engine, double drive, in good running order, £575. Terms and exchanges.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175. 787-208
1943 And 1948 ERF, 4-wheelers, 5LW, both slightly damaged, will sell as one piece or spares. All parts available, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2613. 787-240
ERF., 1942, C15 model, Gardner 5LW, in good condition, 5-speed David Brown box, 18-ft. drop-side body, good worker, £250.
STABLEFORD TRANSPORT, LTD., Stableford, nr. Newcastle, Staffs. Phone, Whitmore 444 and 445. 787-232

FODEN

FODEN 12-ton 6-wheel trucks, unregistered, Gardner 6LWs on 1400 by 20 big single tyres, £900 each, 36 by 8 twin rears, £1,000 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 787-765
FODEN 7-ton platform lorry, Model DG5, with Gardner 5LW diesel engine, rebuilt forward-control cab, 15-ft. body, in regular use and in good running order, £175.
WOODLANDS MOTORS (THUNDERLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. South Benfleet 2788. 787-109
1948 FODEN 6-wheeler, 6LW platform.
1951 FODEN 8-wheeler, 6LW drop-side.
REASONABLE prices for quick sale.
RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. "Diesel." 787-96
1946 FODEN tipper, 4LW, excellent condition.
1941 FODEN tipper, 4LW, fair condition, engine good; also many Foden spares and 4-cylinder Gardner engine. R. W. Baker (Stonehouse), Ltd., New Garage, Stonehouse. Phone, Stonehouse 282. 787-123
1951 FODEN 8-wheeler, 24-ft. body, double 5-speed gearbox, clean and in good order, £1,100.
1951 FODEN 4-wheeler, FG model, 5LW engine, in good running order. 787-213
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175.
1949 FODEN 6LW 8-yd drop-side tipper, coachbuilt body, ex-C. licence user, 60,000 miles only, £850. William Ripley, Dartford 5480. 787-217

Foden Wanted

WANTED, FODEN 4-wheel, about 1950, 5LW engine. Frank Berry, Bankside, Darwen. Phone 1723. 787-x3114

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and 4 rebuilt trucks, also Canadians, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.
1951 2-ton Luton van, approx. 750 cu. ft., excellent condition, £125.
1951 P6 Diesel Sunex 8-ton 6-wheel lorry, very small mileage, £295.
MADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 787-68

Used Goods Vehicles (contd.)

1956 FORD 4D 3-ton van, Luton-type body, immaculate condition, What offers? Norwalks Confectioners, Ltd., Prestatyn. Phone 870. 787-6861

4D Diesel long-wheelbase van, aluminium body with well, 800 cu. ft., photo, 1675. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 787-5

1957 FORDSON Thames 4D 4-6-ton long-wheelbase drop-sided lorry, carefully used by one owner, 1954, Fridays (Yeoman Garage), Ltd., Maidstone. Phone 87248. 787-12

TWO 1957 5-ton Traders, H.D. equipment, 825 by 20 14-ply tyres. Phillips, 55 Sprothorne Rd., Doncaster. 788-x3077

THAMES Trader, 4,500 miles only, 5-ton 6-cylinder diesel, long-wheelbase drop-side truck, ex-demonstrator, main Ford dealer, black body, white cab, unwritten, flashing indicators, heater, twin passenger seat, £1,050.
R.P. MOTORS, LTD., High St., Redhill, Surrey. Phone, Redhill 3933-4-5. 787-86

CHASESIDE MOTOR CO., LTD.,

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

1950 FORD 3-ton truck in good condition, fitted reconditioned engine, £155 o.n.o.
1948 FORD 5-ton long-wheelbase truck, good condition mechanically and bodily, £80.
1955 FORD Thames 5-cwt. van, A1 guarantee, £285. 787-172

1957, July, FORD Thames Trader, 5-ton, long wheelbase, 6D diesel, 8.25 by 20 tyres, low mileage, excellent condition, £485.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 787-144

TWO 1947 FORDSON pantechions, 900 cu. ft. each.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 787-163

1955 FORD 4D Diesel drop-side long-wheelbase tipping lorry, H.D. equipment, first-class condition, £450. Beckett, 14 Princes Rd., Cleethorpes 61067. 787-222

1955 FORD 4D 5-ton long-wheelbase platform, repainted, good condition throughout, £485.
E. J. BAKER AND CO (DORKING), LTD., 55-61 London St., Chertsey 2391. 787-332

1957 FORD 5-cwt. Thames van, duo colours, in very good condition throughout; choice of two, £315.
1953 54 FORD 5-cwt., in very good condition throughout, £150. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 787-300

GORDON KING MOTORS, LTD.,

FORD AND THAMES DEALERS.

TRADER -D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,130.
1957 Thames Martin Walter 7-seat Utilecon, 10,000 miles only, £375.
1956 Thames 7-cwt. van, resprayed blue, radio and heater, £325.
HIRE-PURCHASE deposit now from 10%.
ALL Thames models in stock for early delivery; any body built to your requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 787-266

1956 THAMES 5-ton diesel drop-sided lorry, long wheelbase, mechanically sound and good tyres, new battery, reasonable price. Whiteley and Creasy, Ltd., Werrington, Peterborough. Phone, Werrington 555. 787-392

FRANK G. GATES, L. TD.,

MAIN FORD DEALERS,
GATES CORNER, E.18.
Wanstead 6633.

1957 Trader 6-cylinder petrol long-wheelbase truck, £925.
TRADER 3-ton 138-in.-wheelbase diesel truck, unregistered, £850.
UNREGISTERED Trader 3-ton 4-cylinder diesel short-wheelbase truck, £850. 787-379

1955 Thames 4D long-wheelbase tipper, Edbro gear, double-dropside 6-cu.-yd. steel body, £495.
1953 Thames ET7 tipper, P6 engine, Anthony gear, 4-cu.-yd. steel body, £235.
GODFREY DAVIS, LTD., Neasden Lane, N.W.10. 788-6903

Ford Thames and Fordson Wanted

WANTED FORD 4D low-mileage, 1957 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 787-26
FORD 4D diesel Luton van, wanted, any capacity. G.F.C. (Commercial) Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 787-226
WANTED, low-mileage FORD 4Ds, 1957 onwards. W. A. Dean and Co. (Manchester), Ltd., 290 Upper Brook St., Manchester, 13. Ard 3271. 788-6900

F.W.D.

65-FT.-LONG timber wagon, F.W.D., new 7.7 A.E.C. engine, very clean vehicle, £875. Cooks Cars (Romford), Ltd., Southend Arterial Rd., Gallows Corner, Gidea Park, Romford. Inarebourne 2644. 787-77

GUY

1955 GUY Otter, 4LK Gardner, excellent condition. Direct Transport, Gohowen, Salop. 787-6866
1953, October, GUY Otter, P6, Homalloy flat, 8.25 by 20 tyres, 2-speed axle, specimen condition, £485.
COPPELS MOTORS, 92 Broughton Lane, Salford 7. Phone, Blackfriars 7264. 787-352

Used Goods Vehicles (contd.)

GUY Otter 1955 16-ft. 6-in. flat-platform truck, Gardner 4LK engine, new tyres all round, 4 specimen vehicle, Dartmouth Garage, High St., West Bromwich. Phone, Wes 2441-6. 787-116

JENSEN

JENSEN 1953 (February) long-wheelbase lorry, one owner, good tyres, available immediately, choice of two, £450.
ATKINSON AND GRIFFIN, LTD., The Westmorland Garage, Kendal. Phone 1732-3. 787-173

1947 JENSEN, P6 engine, 24-ft. double-drop-side aluminium body, one owner from new, unladen weight 19 cwt, £275. 9 Newthorpe Common, Eastwood, Notts. Langley Mill 2623. 787-241

KARRIER

4 X 4 unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 787-649

LAATEST type KARRIER Bantam 2-3-ton flat platform truck, 2,500 miles only, £225.
WILL SHORT, LTD., of Winchester. Phone 2198. 787-6863

LAND ROVER

K.J. MOTORS, L. TD.

1958, August, 109-in.-wheelbase pick-up truck with petrol engine, finished in grey, under 1,000 miles and indistinguishable from new, £675.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 787-312

1951 LAND ROVER truck with hoops and sheets, taxed, one owner, in good running order, including tyres, for quick sale £235. H.P. terms arranged. Iver 947. 787-296

LEYLAND

1954 LEYLAND Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Andisle, Southport. 787-181

LLEYLAND Steer, first registration 1927, 22-ft. platform body complete with trailer coupling, excellent condition throughout, offers over £2,750. Box CM8712, care of "The Commercial Motor". 788-6809

1950 LEYLAND 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1949 LEYLAND Beaver 4-wheeler, 18-ft. platform body, 600 engine, in good running order, £750.

1953 LEYLAND 8-wheeler, 24-ft. platform body, new type cab, 600 engine, in excellent order throughout, £1,500. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175. 787-209

LLEYLAND Beaver tractor and 20-ton low-loader machinery trailer, 17-ft. well, K.O. hack axle, Box CM8723, care of "The Commercial Motor". 787-281

1957, December, LEYLAND Comet, 20-ft. platform, numerous extras, as new offers.

SAMUEL HYDE, LTD., Fruit and Potato Merchants, Wholesale Market, Wolverhampton. Phone, 23695; after 6 p.m., 52321. 788-x83125

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 787-765

1948 MAUDSLAY Mogul Mk II, 18-ft. drop-side body, in excellent condition throughout, £375.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470 and 1047. 787-141

ONE MAUDSLAY, 1949, 5-speed, Gardner 5LW, in lovely condition, £295. Ernest Thorpe, Thurgoland, near Sheffield. Phone, Stocksbridge 2152. 787-445

MORRIS AND MORRIS-COMMERCIAL

4 X 4 unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 787-650

1953 MORRIS 3-ton truck, in good condition throughout, reliable vehicle, £220. Otley Motors, Ltd., Crescent Rd., London, N.22. Bowes Park 4568. 787-106

1955 MORRIS 10-cwt. J-type van, excellent condition, resprayed, £600.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 787-167

1953-54 MORRIS J-type 12-cwt. van, in exceptional good condition throughout, £285. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 787-301

K.J. MOTORS, L. TD.

1953 MORRIS 10-cwt. van, finished in blue, in excellent condition, £195.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 787-314

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

1955 MORRIS 3-ton van, birch grey, one owner, good, £285.
PALMERSTON COMMERCIAL MOTORS, LTD., 74-7 Penryn Rd., Kingston 5618. 787-250

1955 MORRIS MINOR 4-ton van, £295.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterprise 7067. 787-375

SCAMMELL

1950 SCAMMELL articulated tractor with 25-ton low-loader trailer, 20 ft. in well, knockout axles, fitted with winch, ramps, etc. The whole in perfect condition, £1,950.

1955 SCAMMELL Scarab with trailer, one owner since new, in very nice order, choice of three outfits, at £150 each.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175. 787-216

Used Goods Vehicles (contd.)

1951 SCAMMELL articulated tractor with 25-ton low-loader trailer, 20 ft. in well, knockout axles, fitted with winch, ramps, etc. The whole in perfect condition, £1,950.

1950 SCAMMELL Scarab with trailer, one owner since new, in very nice order, choice of three outfits, at £150 each.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 175.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5.

1951 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1953 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1954 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1955 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

LOW depot.

NEW SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5.

1951 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1953 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1954 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1955 SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

CHOICE of three.

SEDDON 8-wheeler, 24-ft. platform body, 600 engine, double drive, in good running order, £1,100.

1947 Road Garage.

1950 reasonable.

COX'S West.

1957 a one-owner.

WIDMORE.

4 X 4.

Cundey.

COOMBS.

1949 maintenance.

COOMBS.

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Used Goods Vehicles (contd.)

1951 SCAMMELL 8-wheeler, 40 by 8 tyres all round, Gardner 6LW engine, 6-speed gearbox, air brakes, in very nice condition, excellent runner; choice of two, £750 each.

1950 SCAMMELL tractor unit, 6LW engine, 6-speed box, air brakes, one owner since new, exceptionally clean and in good condition, also a number of other Scammell tractors.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 787-214

SEDDON

RYLAND GARAGE, LTD. for new and used SEDDONS. Exchanges wanted.

1951 SEDDON 7-ton long-wheelbase drop-sider, ex C licence, good tyres, cheap to clear.

1953 SEDDON 7-ton, P6, long-wheelbase drop-sider.

1954 SEDDON 7-ton long-wheelbase drop-sider, repainted and ready for work.

1955 SEDDON 7-ton, 17-ft. 6-in. drop-side body, excellent tyres and condition, one careful owner. Low deposit terms arranged.

NEW SEDDON models, for prompt delivery. Exchanges welcomed.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel." 787-95

SEDDON, 1949, long-wheelbase drop-sider, in good order, £150.

STABLEFORD TRANSPORT, LTD., Stableford, nr. Newcastle, Staffs. Phone, Whitmore 444 and 445.

CHOICE OF SEDDONS long-wheelbase trucks, exceptionally clean, mechanically sound, from £150. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623.

SEDDON tippers, five for sale with contract A licence, 16 Haxthorne, Edgbam, Surrey. 787-271

1947 6-ton SEDDON for sale, in good condition, price £250. Fletcher Bridge Co. Ltd., Entwistle Road Garage, Rochdale. Phone 2457. 787-450

SENTINEL

1950 SENTINEL 4-wheeler, fitted with new engine last year, excellent condition, 18-ft. body, first reasonable offer.

Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 787-142

STANDARD

K.J. MOTORS, LTD.

1957 STANDARD 6-cwt. van in green with red upholstery, fitted passenger seat and roof rack, a one-owner vehicle, £335.

WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 787-313

THORNYCROFT

4 X 4 unregistered ex-W.D. trucks, very good selection Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-651

COOMBS, main Ford dealers.

1949 THORNYCROFT 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained, £235.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962-3-4. 787-287

TROJAN

Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards, Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 787-27

UNCLASSIFIED

JOHN ANCLIFF AND CO., LTD.

CONTRACTORS OF LIQUIDS IN BULK.
2 MOUNT STREET, MANCHESTER, 2.
Phone, Blackfriars 6226; Night, Bramhall 56.

1956 ATKINSON 8-wheeler, 6LW, D.D., fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.

1956 ATKINSON 8-wheeler, 6LW, D.D., fitted with Dowson and Mason 3,600-gallon tank, lagged and steam coils fitted.

1953 MAUDSLAY 8-wheeler, 9.6 S.D., fitted with Dowson and Mason 3,600-gallon tank (new in 1955), lagged, lithocote lined and steam coils fitted.

1950 E.R.F. articulated, 6LW, fitted with Butterfield 2,800-gallon tank, lagged, lithocote lined and steam coils fitted.

1948 MAUDSLAY 4-wheeler, 5LW, fitted with Butterfield 1,750-gallon tank, lagged, lithocote lined and steam coils fitted.

1947 E.R.F. articulated, 6LW, fitted with Butterfield 2,800-gallon tank, lagged, lithocote lined and steam coils fitted.

1945 ATKINSON 8-wheeler, 6LW, fitted with Butterfield 3,600-gallon petrol tank (new 1955).

1939 A.E.C. 8-wheeler, 7.7, S.D., fitted with Dowson and Mason 3,000-gallon tank (new 1955), lagged, lithocote lined and steam coils fitted.

1939 SCAMMELL 8-wheeler, 6LW, fitted new Butterfield 3,600-gallon tank (new 1949), lagged, lithocote lined and steam coils fitted.

1936 A.E.C. 8-wheeler, 7.7, S.D., fitted with Dowson and Mason 4,000-gallon petrol tank (new 1957). 787-388

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,
STRATFORD-ON-AVON.
Phone 3222-3-4 and 2136 Grams, "Quicksale."

USED GOODS VEHICLES.

TWO LOW-LOADING 8-WHEEL 10-TON TRAILERS.
20 FT. LONG, EXCELLENT CONDITION.

FURTHER PARTICULARS
AND
PRICES
ON APPLICATION. 787-135

Used Goods Vehicles (contd.)

G.T.C. (COMMERCIALS), LTD.

1956 B.M.C. diesel forward-control 5-ton long-wheelbase drop-side truck, £625.

1956 BEDFORD 7-ton short-wheelbase tipper, 7-cu.-yd. steel body, £525.

1956 FORD 4D diesel 5-ton long-wheelbase drop-side tipper, £495.

1955 FORD ET6 short-wheelbase tipper, steel body and 1951 Ford ET6 4D diesel tipper, wooden body. The pair, £365.

1955 SEDDON 6-7-ton long-wheelbase truck, wrap-round screen, £695.

1954 BEDFORD 2-3-ton 750-cu.-ft. Luton van, outstanding condition £525.

1954 ALSTIN 2-3-ton long-wheelbase drop-side truck £155.

1954 BEDFORD 8-ton diesel articulated unit and 19-ft. B.T.C. trailer, £375.

1953 BEDFORD 7-ton short-wheelbase tipper, 7-cu.-yd. wooden drop-side body, £325.

1952 BEDFORD 2-3-ton boxvan, separate cab, choice of three, £185.

1952 BEDFORD 2-3-ton 800-gal. paraffin tanker, four compartments, £285.

1951 November, BEDFORD 5-ton long-wheelbase drop-side truck, synchromesh gearbox, £160.

1951 COMMER 7-ton short-wheelbase tippers, under-floor engine, choice of two, £165.

1951 COMMER 7-ton long-wheelbase truck, under-floor engine, 18-ft. body, £145.

1951 BEDFORD 5-ton long-wheelbase boxvan, separate cab, excellent body, £195.

1946 BEDFORD-SCAMMELL Perkins P6 8-ton articulated unit, ideal shunter vehicle, £150.

1948 (Registered) BEDFORD-SCAMMELL articulated unit and 1,300-cu.-ft. pantechinon trailer, would separate, £225.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd. E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 787-227

L. A. RICH

OFFERS

(LOW-MILEAGE, UNREGISTERED EX-MINISTRY VEHICLES).

FIVE BEDFORD QL 4 x 4 950 gal. refuellers, price £175 each.

FIVE 4-wheeled 900-gal. Bowser trailers, price £150 each.

FIVE BEDFORD Model OY 5-ton fixed-side trucks, price £95 each.

FIVE BEDFORD 200-gal. water tankers, price £90 each.

FIVE AUSTIN 4 x 4 fixed-side trucks, price £100 each.

FIVE BEDFORD QL 4 x 4 chassis and cabs, price £120 each.

FIVE KARRIER 4 x 4 fixed-side trucks, fitted winches and cable, price £145 each.

FIVE FORDSON 1A model 6-wheeler chassis and cabs (mileage under 200), price £100 each.

TWO THORNYCROFT 4 x 4 trucks, fitted 8-cylinder Rolls engine, price £120 each.

ONE G.M.C. DUKW, fitted winch, hull in fair condition, price £110.

TWO Lister 4-cylinder 20-kVA. lighting plant (300 hours' run), price £140.

TWO Lister Diesel Cub lighting plants (very good order), price £95 each.

90 10-cwt. 2-wheeled trailers, fitted steel bodies and 600 by 16 tyre equipment, price £20 each.

COLDHAMS LANE, Cherryinton, Cambridge. Phone 87597. 791-6793

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.

PERKINS DIESEL SIGNHOLDERS.

NEW MORRIS B.M.C. 7-ton diesel short-wheelbase chassis and cab, £1,408 11s. 8d.

1958 FORDSON Trader heavy-duty 5-ton tipper, Anthony gear, 6-cu.-yd. steel body, vehicle in very nice condition, £1,175.

1958 7-ton DODGE normal-control tipper, fitted with Leyland engine, mileage 10,000, exceptional condition, £1,750.

1956, September, DODGE 106 CP6 5-ton 16-ft. truck with tilt, and fitted Perkins exchange diesel engine, £850.

1955 A-type 5-ton BEDFORD diesel short-wheelbase tipper, £675.

1953 BEDFORD 5-ton short-wheelbase tipper, £295.

1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 787-35

BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW E.R.F. 8-wheeler, 6LW D/D, 900 by 20 tyres, chassis and cab, bodywork to requirements.

A.E.C. Matador 4 by 4 fixed-side lorries, ex-W.D., in excellent condition; choice of two.

1948 BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.

A.E.C. 4 by 4 Matador, petrol engine, 13.50 by 20 tyres, reconditioned by M.O.S. as new.

1953 SEDDON tractor, Perkins P6 engine, 8.25 by 20 tyres, S.A.E. coupling, in excellent condition.

1950 DENNIS PAX P6 diesel engine, 17-ft. 6-in. alloy platform body, 34 by 7 tyres, ex C licence user, in very good condition.

1951 ATKINSON 4-cylinder end hydraulic tipper, 12-ft. 6-in. by 7-ft. by 2-ft. body, on 36 by 8 tyres, in very good condition.

1957 July, B.M.C. 10-tonner 2-speed axle, 900 by 20 tyres, 18-ft. drop-sided, small mileage, as new.

1955 E.R.F. 44 G.-4LW Gardner engine, 2-ft. drop-sided body, 900 by 20 tyres, in very good condition.

1956 B.M.C. 7-tonner, long-wheelbase, 15-ft. alloy tipping body, 900 by 20 tyres.

AUSTIN Loadstar 2-tonner, 12-ft. drop-sided body, 32 by 20 tyres, ex M.O.S.

1952 FORD ET6 short-wheelbase, Anthony Hoist steel body tipper, on 50 by 20 heavy-duty tyres, in very good condition.

FODEN 5-cylinder timber tractor, power winch, anchor and crane jib, in excellent condition.

BEECH'S GARAGE (HANLEY), LTD.

HOPE STREET, HANLEY, STOKE-ON-TRENT.
S-on-T. 25249 and 25240. 787-64

November 28, 1958—THE COMMERCIAL MOTOR 47
(Supplement)

Used Goods Vehicles (contd.)

C. AND R. MOTORS (CLAPHAM), LTD.

VANS, TRUCKS

AND

UTILITIES.

SUITABLE ALL TRADES.

TERMS, EXCHANGES.

399 TO 407 C

S.W.9.

BRIXTON 5581.

789-6875

HILLS.

1947 ALBION 3-ton truck with rails and sheet, £285.

1950 AUSTIN 2-ton truck, long wheelbase, £85.

1952 BEDFORD 2-3-ton platform lorry, £95.

1953 BEDFORD 3-ton platform lorry, £165.

1954 BEDFORD 5-ton long-wheelbase truck, £450.

1950 FORD Thames 2-ton tipper, £200.

1955 FORD Thames 5-ton truck, P6 engine, £480.

1950 LEYLAND Comet 18-ft. flat.

1954 SEDDON diesel personnel carrier, £320.

1951 SEDDON diesel 3-ton long-wheelbase platform lorry, £380.

1953 SEDDON diesel 3-ton long-wheelbase boxvan, £580.

1948 SEDDON diesel Mk. 5 long-wheelbase tipper, £425.

1957 SEDDON diesel Mk. 15 long-wheelbase platform lorry, £1,500.

1952 THORNYCROFT Trident with boxvan, £680.

HILLS GARAGES (MANCHESTER), LTD.

24-HOUR PERKINS PARTS SERVICE.

80-90 PORT STREET,

PICCADILLY, MANCHESTER, 1.

Central 4311.

787-54

HAZLEMERE MOTOR CO.

(WALTHAM ABBEY), LTD.,

Waltham Cross 2275-7.

BEDFORD DEALERS, FODEN DISTRIBUTORS,
PERKINS SIGNHOLDERS.

1950 BEDFORD 5-ton tipper.

1950 FORD Thames truck, perfect job.

1954 FORD 5-ton diesel tipper, P6 engine.

1937 A.E.C. 6-wheeler, single drive, 7.7 reconditioned engine.

1942 A.E.C. Mammoth Major, 7.7 engine, 24-ft. platform, single drive.

1956 BEDFORD A-model diesel P6 tractor unit with 20-ft. Tasker platform trailer and low-loading trailer.

1956 BEDFORD petrol long-wheelbase, 25-ft. Bairo extension chassis-cab.

1955 B.M.C. diesel 5-ton long-wheelbase platform. 787-31

SHELDON MOTOR SERVICES.

2119 COVENTRY ROAD,

SHELDON, BIRMINGHAM, 26.

Phone, Sheldon 4386-7-8.

DODGE R6, 2-speed axle, 146 model long-wheelbase truck, now being serviced.

COMMEN 25-cwt. normal-control van, 1950, one owner, £175.

AUSTIN 5-ton long-wheelbase truck, 1949, good tyres, £125.

JEN TUG, 11,000 miles, 500-cu.-ft. van body.

COMMEN Q4 1954-55 long-wheelbase truck, £325.

DODGE P6 1953 6-ton long-wheelbase truck.

AUSTIN 1953-54 25-cwt. 3-way van, £195.

TERMS, EXCHANGES. 787-119

W. J. BOYES AND SON, LTD.

E.R.F., 1952, June, LK44 16-ft. drop-sided, 8.25 by 20 tyres.

E.R.F., 1951, March, 5.4 articulated, 24-ft. Tanker trailer, jockey wheels, 9.00 by 20 tyres.

E.R.F., 1949, March, 5.4 Rat 18-ft., 9.00 by 20 tyres.

FODEN, 1949, March, DG6, alloy 22-ft. Rat, 40 by 8 tyres, Gardner 6LW.

44 BLENHEIM GROVE,

PECKHAM, S.E.15.

New Cross 3111-2-3.

787-81

B41

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
PRESTON, LONGTON, LANCS. 3255-6.
GLASGOW, BELL 0073.
CARLISLE 25422.
AUTHORIZED DEALERS
ALBION AND FORD COMMERCIALS
IMMEDIATE DELIVERY
FROM STOCK.

NEW ALBION Reiver 6-wheel chassis, Leyland diesel unit, 6-speed gearbox.
NEW ALBION Clydesdale chassis, 6-speed gearbox.
NEW-TYPE ALBION Chieftain chassis and cab.
NEW Thames Traders, 6-cylinder diesel engines, 5- and 7-ton models, Liner Thames models, 5 cwt. upwards.
NEW YORK 25-ft. trailers with Scammell coupling.

1956. September, SEDDON long-wheelbase platform 16-ton, 5-speed gearbox, 2-speed axle, unladen weight 2 tons 18 cwt., very clean, good tyres.
1953 FODEN FG-15 8-wheel, Gardner 6LW, 24-ft. flat, good tyres, choice of two.
1952 VANGLARD 10-cwt. van.
1949 MAUDSLAY 8-wheeler, 9.6 A.E.C. power unit, good mechanical order.
1948 SEDDON, P6 unit, good order.
A.E.C. Matador 4 by 4, unregistered, petrol unit, all as new and complete with winch.

SPECIAL A LICENCE
METROPOLITAN AREA.

ONE 1957 A.E.C. Majestic, unladen weight 8 tons.
ONE 1956 A.E.C. Majestic, unladen weight 6 tons 5 cwt.
ONE 1957 (November) BEDFORD, Comet engine, unladen weight 3 tons 19 cwt.
THE above vehicles are fitted with insulated meat containers, complete with hanging hooks and hydraulic motors, all in immaculate order, including tyres.

FORK-LIFT TRUCKS.
FORK-LIFT trucks, 3,000 to 6,000 lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton mobile crane, electrically operated with Perkins P4 diesel unit mounted on 4-wheel chassis, all in new condition.

SALE. SALE. SALE.
MOTOR AUCTION.
THURSDAY DECEMBER 4, 1953. COMMENCING AT 2 P.M.
OVER 60 VEHICLES.

LATE models, buses, coaches and commercial vehicles, 4, 6- and 8-wheelers. Buses and coaches by A.E.C., ALBION, AUSTIN, BEDFORD, COMMERCIAL, DENNIS, GUY, LEYLAND, etc., 29 to 56 seats.

FURTHER ENTRIES INVITED.
MILLBURN MOTORS (PRESTON), LTD.,
WALMER BRIDGE, LONGTON, PRESTON.
Phone, Longton, Lancs. 3255-6. 787-67

GARLICK, BURRELL AND EDWARDS, LTD.
COMMERCIAL VEHICLES SALES,
188 REGENT ROAD,
LIVERPOOL, 20.

OF INTEREST TO ARTICULATED VEHICLE USERS.
THIS WEEK:

G. B. AND E. OFFER THE FOLLOWING OUTSTANDING BARGAIN:

1956. October, DODGE-SCAMMELL tractor unit, P6 engine, 5-speed gearbox, 2-speed axle, excellent Michelin tyres, with new Scammell 25-ft. 8-ton trailer, price for complete outfit, £1,100.

NOTE THE PRICE, £1,100.

1956 BEDFORD 8-ton tractor unit, 2-speed axle, excellent condition, with a trailer similar to above, £1,000. Others from £395.

TIPPERS.

1957 BEDFORD P6 diesel long-wheelbase tipper, fitted with new body and gear; another, 1956, similar to above.

1955 FORD 4D long-wheelbase tipper.

1954 BEDFORD P6 diesel short-wheelbase tipper.

1951 BEDFORD petrol 5-ton long-wheelbase tipper, twin-ram gear.

LARGE AND COMPREHENSIVE STOCK OF QUALITY USED LONG-WHEELBASE PLATFORM AND DROP-SIDE TRUCKS.

ONE ONLY.

1951 ATKINSON 6LW 6-wheel twin-ram tipper, double-drive, new cab, exceptional condition.

DEMONSTRATIONS ANY TIME ON YOUR PREMISES WITHOUT OBLIGATION.

RING BOOTLE 4343.
GARLICK, BURRELL AND EDWARDS, LTD.,
188 REGENT ROAD,
LIVERPOOL, 20. 787-62

Used Goods Vehicles (contd.)

JOHN JORDAN,
MANOR GARAGE,
SANDY, BEDFORDSHIRE.
Phone, Sandy 271-272.

DIESEL TRUCKS.

LATEST shape COMMERCIAL T88 long-wheelbase heavy tipper, new tyres, taxed, £1,250.
1956 FORD 4D short-wheelbase tipper, £475.

1955 DENNIS Stork 15-ft. drop-sider, £425.

1955 Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, new tyres, taxed, £1,250.

1948 E.R.F. medium-wheelbase tipper, SLW, latest 557 gearbox, etc., with 5 tons 5 cwt. special A licence, £2,050.

1945 DENNIS Max 18-ft. platform, £325.

1952 SEDDON Carrimore 21-ft. platform articulated unit, 10-12 tonner, £650.

1951 COMMERCIAL Q4 tractor unit, perpetuity, P6 B.T.C. coupling, complete with two trailers, 16-ft. machinery carrier, £385 the lot.

1950 DODGE 105, 17-ft. platform, £275.

1950 VULCAN, 17-ft. platform, £325.

1949 JENSEN 6-ton 23-ft. tilly platform, ideal caravan transporter or bulky loads, £345.

1945 MAUDSLAY, 18-ft. platform, rough, £125.

1940 FODEN, 16-ft. platform, £195.

1940 E.R.F. twin-steering 6-wheeler, light model, taxed, £425.

1946 ALBION CX1, Albion 4-cylinder diesel, 16-ft. platform, good runner, £200.

1954 DENNIS Centaur 18-ft. drop-sider, Eaton 5-speed etc., one owner and very clean, £600.

1954 SEDDON 7-ton 17-ft. platform, £425.

1955 SEDDON ditto with 3-ton 9-cwt. special A licence, Eastern.

1955 SEDDON with long-wheelbase tipping body and special A licence, Eastern.

1954 SEDDON 3-tonner, 14-ft. platform with head and tailboard, Perkins P4, unladen weight 2 tons 5 cwt., taxed, £415.

PETROL TRUCKS.

1956 R.M.C. 6-ton normal-control 6-yd. tipper, £475.

1956 (Registered) COMMERCIAL QX 7-ton, 18-ft. platform, £275.

SEVERAL 5- and 6-cu.-yd. petrol tippers, from £75.

1954 (Registered) COMMERCIAL QX short-wheelbase tipper, £25.

1951 COMMERCIAL QX 13-ft. drop-sider, £125.

1950 COMMERCIAL QX underfloor 16-ft. 6-in. drop-sider, £175.

1949 BEDFORD 5-ton long-wheelbase drop-sider, one C licence owner, £150.

1954 COMMERCIAL QX long-wheelbase drop-sider, £375.

COMMERCIAL QX short-wheelbase with breakdown body.

CHEVROLET breakdown 4 by 4, twin Gar Wood long tube, £350.

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NEW 4-cu.-yd. steel U-shaped bodies with Edbro 2LN tipping gear, suitable Ford 4D, bargain, £145.

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NEW E.R.F. and Dodge commercial vehicles, all models, early delivery.

1957 DODGE long-wheelbase hydraulic tipper, P6 engine, very clean.

1949 FODEN 8-wheeler tipper, double drive, fitted 6-cylinder Gardner and 22-ft. alloy body, Millshaw gear, very clean.

1955 ALBION Chieftain, fitted 16-ft. alloy body, and 16-ft. alloy container van, 3 tons 3 cwt. unladen weight.

1948 ATKINSON 8-wheel double-drive 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 x 8 tyres.

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CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 19 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. TRADE for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

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A.E.C. Mercury long-wheelbase, takes 21-ft. body, £1,425.

A.E.C. Mercury Mark II tractor unit, fitted with trailer, knock-out axle, £4,345.

BEDFORD 6-ton medium-wheelbase (132-in.), Bedford diesel engine, £1,466.

BEDFORD 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

LONG WHEELBASE.

BEDFORD, 1953, A-type Luton van, exceptionally good condition, petrol engine just fitted with new body, approximately 900 cut. ft. in primer, £1,000.

LEYLAND Octopus, 1951, in exceptionally good condition throughout, works reconditioned engine fitted six months ago, £2,000.

BEDFORD, 1953, 7-ton long-wheelbase petrol platform truck, £350.

ALBION, 1950, double-drive eight-wheeler, 24-ft. platform body, Albion engine. The complete machine in exceptionally good condition throughout, £1,200.

GUY Otter, 1953, P6, 2-speed rear axle platform body, 5-ton machine and good mechanical condition, £550.

SEDDON, 1947, long-wheelbase, double drop-side, £200.

THORNHURST, 1949, long-wheelbase, diesel engine, good condition, £200.

BEDFORD, 1953, A-type 5-ton standard long-wheelbase platform, one very careful user since new, £400.

BEDFORD, 1954, A-type P6 long-wheelbase double drop-side, one owner, good condition, tyres fair, ready for work, £550.

E.R.F., 1954, Twin Steer, SLW, 21-ft. drop-side, 20 tyres, one-owner vehicle, in exceptional condition, £2,250.

E.R.F., 1954, Twin Steer, SLW, 21-ft. drop-side, 20 tyres, one owner, fitted with 10.00 by 20 tyres, in exceptional condition, £2,250.

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YORK new 10- or 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £725.

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MAUDSLAY 1948 tractor unit, fitted with 7.7 engine, Tasker coupling, £350.

ALDERSLEY 10-ton full trailer low loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £150.

BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.

TIPPERS.

AUSTIN, 1955, 5-ton steel body petrol tipper, clean condition, £425.

COMMERCIAL, 1952, P6 standard wood body tipper, £400.

BEDFORD, 1953, 5-ton tipper, square body, good little wagon with four new tyres, £350.

SEDDON, 1956, Pilot underbody gear, wood body, one-owner vehicle, in really good condition, £600.

BEDFORD, 1954, 7-ton, R6, long-wheelbase, Pilot twin from rams, wood drop-side, good condition, £650.

BEDFORD, 1954, standard U-shaped tipper, fitted with Meadows 4-cylinder engine, fair condition throughout, £600.

BEDFORD, 1953, 7-ton U-shaped steel body, R6 engine, fair condition throughout, very good buy at £475.

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NEW DODGE 6-ton chassis-cab from stock with Leyland engine, list.

EARLY delivery on all new DODGE vehicles.

1955 DODGE 145AR6 7-ton long-wheelbase tipper with twin-ram gear, body 13 ft. by 7 ft. 6 in. by 3 ft. Eaton 2-speed axle, well-tyred, £875.

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A.E.C. Mercury Mark II tractor unit, fitted with trailer, knock-out axle, £4,345.

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BEDFORD 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.

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BEDFORD, 1954, standard U-shaped tipper, fitted with Meadows 4-cylinder engine, fair condition throughout, £600.

BEDFORD, 1953, 7-ton U-shaped steel body, R6 engine, fair condition throughout, very good buy at £475.

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Phone, Hadleigh (Essex) 57271.

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EARLY delivery on all new DODGE vehicles.

1955 DODGE 145AR6 7-ton long-wheelbase tipper with twin-ram gear, body 13 ft. by 7 ft. 6 in. by 3 ft. Eaton 2-speed axle, well-tyred, £875.

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BEDFORD, 1953, 7-ton long-wheelbase petrol platform truck, £350.

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GUY Otter, 1953, P6, 2-speed rear axle platform body, 5-ton machine and good mechanical condition, £550.

SEDDON, 1947, long-wheelbase, double drop-side, £200.

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LODGE GARAGE,
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E.R.F., 6LW 5-speed box, double-drive 8-wheeler chassis and cab.
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E.R.F., 4.4(G) Eaton 2-speed chassis and cab.

A.E.C., 9.6 single-drive 8-wheeler chassis and cab.

A.E.C., Mercury Mark II chassis and cab.

A.E.C., Mercury chassis and cab, 14-ft. wheelbase, fitted with Milshaw gear.

FODEN, 6LW double-drive, 12-speed box, air brakes, 8-wheeler chassis and cab.

FODEN latest-type 2-stroke, unladen weight 6 tons 10 cwt.

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ALBION Clydesdale, 18-ft. 6-in. and 22-ft. bodies, Leyland Comet engines, 6-speed box, choice of four.

Special discounts to clear.

ALBION Chieftains, 19-ft. bodies, latest type; immediate delivery.

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1955 LEYLAND, 600 engine, double drive, 24-ft. flat.

1954 A.E.C., 9.6 double-drive, 24-ft. drop-sided body.

1952 FODEN, 2-stroke latest Mark V engine, double drive, first-class machine.

1952 ALBION heavy-duty 8-wheeler, 24-ft. flat.

1951 LEYLAND, 600 engine, double drive, 24-ft. flat.

1950 FODEN 8-wheeler, 6LW, double-drive; choice of three.

1950 MAUDSLAY 8-wheeler, 24-ft. flat, 6LW, double drive.

1948 E.R.F., 6LW, double drive; choice of two.

1946 ATKINSON 8-wheeler, 6LW, double drive.

CHOICE of 10, 1938 onwards, E.R.F., Foden, etc.

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1955 THORNYCROFT Sturdy short-wheelbase tipper, fitted Antony hoist gear and steel body.

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1948 FODEN, 6LW, double-drive, fitted with new Milshaw gear and stabilizers, 18-ft. body.

1948 DENNIS Max medium-wheelbase tipper.

1953 A.E.C., 9.6, double drive, 5-speed box, fitted with new Milshaw gear and stabilizers, 22-ft. 5-in. alloy body.

1950 FODEN, reconditioned engine, 6LW, 5-speed double drive, fitted with new Milshaw gear and 22-ft. body.

1948 A.E.C., 9.6, 8-wheeler, fitted with Pilot gear and 20-ft. body, cheap to clear.

1948 Number of E.R.F., fitted with medium and short wheelbase, 1945-48.

USED 6-WHEELERS.

1956 ALBION Reiver, fitted Leyland Comet engine, 22-ft. 6-in. drop-sided body.

1951 SENTINEL 6-wheeler direct injection.

1948 DENNIS, fitted with 22-ft. 6-in. body; double drive.

USED TWIN STEERS.

1954 ATKINSON chassis and cab, long wheelbase.

1948 MAUDSLAY Twin Steers, 7.7 engines, five-speed box.

1939 E.R.F., 3LW, 21-ft. body.

USED 4-WHEELERS.

1957 COMMER 2-stroke, 9.00 tyres, 18-ft. 6-in. body, 5-speed box, immaculate.

1955 SEDDON, Perkins P6, with 18-ft. body.

1955 COMMER 2-stroke, 19-ft. 6-in. body.

1952 MAUDSLAY, 20-ft. flat, £775.

1951 ALBION heavy-duty, trailer model, in first-class condition.

1950 SEDDON, Perkins P6, choice of three, £350 each.

1950 Number of 1950 SENTINEL 4-wheelers from £200 each.

1948 ALBION CX, choice of four, good machines, from £250 each.

1947 MAUDSLAY long-wheelbase, 7.7 and 4LW engines, from £300 each.

1945 48 E.R.F., fitted with 7.7 and 4LW, mostly fitted trailer brakes, choice of 10 from £350 each.

1953 E.R.F. 4LK drop-sided lorry.

1951 ALBION Chieftain flat platform.

1950 ATKINSON 4LK.

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1956 ATKINSON T746 tractor, 6LW, 70,000 miles.

1948 SCAMMELL, 6LW.

1942 SCAMMELL, 6LW, 45-tonner.

(Continued in next column)

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1955 SEDDON, R6, fitted with 22-ft. Carrimore trailer.

ALL classes of articulated and 4-wheeled trailers.

SPARES for all types, E.R.F., A.E.C., Foden, including engines, 7.7 Perkins P6, Perkins R6, 4, 5 and 6LW, 9.6 A.E.C.

DIFFERENTIALS and gearboxes for all models, cheap to clear.

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NEW E.R.F. heavy-duty 4-wheel tractor unit, fitted Rolls-Royce oil engine, air brakes, double-reduction rear axle, D.B. 10-speed gearbox, exhaust brake equipped for twin-line air trailer brakes, heavy-duty specification throughout, immediate delivery, special price.

1954 FORD Thames ET7 platform lorry, fitted Perkins P6, general condition very good.

1955 DENNIS Centaur, 20-ft. drop-side body, tyre equipment as new, fitted 2-speed axle, immaculate vehicle throughout.

1955 DODGE 106 P6 drop-side truck, recently fitted reconditioned engine, good tyres, clean machine, one owner since new.

1956 DODGE 106 P6 drop-side truck with extension raves, immaculate vehicle, tyre equipment as new.

1948 BEDFORD petrol 5-ton drop-side truck, cheap to clear, £60.

1954 FORD 3-ton 4D, standard drop-side body, good tyres, used on light work only, £325.

1948 E.R.F. Model C-14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

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H.P. TERMS

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TWO new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engines, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform bodies.

ONE FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.

ONE 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping gear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.

1950 50 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.

SEVERAL 1951 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engines, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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FEATURE BUILDINGS,

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THURMASTON, NEAR LEICESTER.

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PRAILLS (HEREFORD), LTD.

COMMERCIAL VEHICLE SPECIALISTS.

A ATKINSON. **A** AUSTIN. **D** DODGE. **F** FORD.

1956 SEDDON short-wheelbase tipper, wood body, Pilot gear, first-class condition, immediate delivery.

1955 DODGE 6-ton diesel, 2-speed axle, 920 tyres, 16-ft. body, excellent condition.

1954 AUSTIN 5-ton Loadstar, P6, 14-ft. body.

1954 BEDFORD 5-ton petrol platform lorry, reconditioned engine.

1953 BEDFORD 7-ton petrol drop-sided lorry.

1950 DENNIS Jubilant rigid 8-wheeler, double drive, 24-ft. body, unladen weight 7 tons 5 cwt.

1950 COMMER 5-ton petrol drop-sided lorry.

1950 MAUDSLAY Mustang, twin steer, 7.7 A.E.C., 20-ft. flat.

PRAILLS (HEREFORD), LTD.

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1957 FORD 4D 5-ton.

1956 145 AR6 DODGE coal tipper.

1953 MORRIS 5-ton diesel.

1954 BEDFORD tractor unit.

NEW THORNYCROFT Swiftshorne chassis-cab.

NEW E.R.F. 68(G) chassis-cab.

1951 FORD Thames tipper, P6.

PARRS (LEICESTER), LTD.

ABBEY LANE, LEICESTER.

Phone 6151 (seven lines).

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USED VEHICLES

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LADBROKE HALL, BARLBY ROAD,

LAD 3232.

1947 COMMER 25-cwt. normal-control SPL van, black, £65.

1949 COMMER 25-cwt. normal-control SPL van, black, £75.

1949 AUSTIN 25-cwt. van, blue, £45.

1949 COMMER 25-cwt. normal-control van, black, £55.

1949 DENNIS Pax 5-ton truck, blue, £85.

1950 AUSTIN A40 van, black, £135.

1953 COMMER 15-cwt. pick-up, green, £195.

1946 MORRIS 25-cwt. van, grey, £25.

1948 BEDFORD 30-cwt. truck, cream-brown, £85.

1946 ALBION 35-cwt. van, green, £35.

1957 COMMER 10-ton tractor, Scammell coupling, primer, with new diesel engine, £1,375.

BIRMINGHAM, 18.

GREAT HAMPTON STREET,

CEN 8411.

1956 BEDFORD 25-cwt. van, £450.

1950 COMMER forward-control 7-ton petrol drop-sider, £165.

1950 BEDFORD 5-ton petrol drop-sider, £290.

1952 COMMER Q4 tractor-trailer, P6, general condition good, £475.

1948 COMMER Q4 drop-sider, 18-ft. body, can be viewed working, £100.

1947 COMMER 2-3-ton tipper, £75.

MANCHESTER, 15.

OLYMPIA, CHESTER ROAD,

BLA 6677.

1958, June, 2-3-ton Karrier Bantam diesel drop-side lorry, painted grey, on 650 by 20 tyres, excellent condition, used for demonstration only, mileage 3,400, cost £1,075, £895.

1958, June, 30-cwt. COMMER forward-control diesel, super-capacity van, painted grey, excellent condition, used for demonstration only, mileage 3,000, cost £1,030, £895.

MAIDSTONE.

LEN ENGINEERING WORKS,

PHONE 3333.

1955 FORD 4D platform truck, diesel, blue, £425.

1951 COMMER 3-4-ton drop-side truck, petrol, red, tilt, heater, £325.

1951 Bantam travelling shop, new bodywork, £750.

1958 COMMER EDV, petrol, seacrest green, pearl-grey, £475.

1957 MORRIS MINOR 1-ton pick-up, petrol engine, grey with heater, £335.

ROCHESTER.

HIGH STREET,

CHATHAM 42231.

1945 FORDSON 4-ton van, brown, one owner, £99.

1950, November, Bradford van, green, mechanically sound, good tyres, £119.

1957 COMMER Cob light van, green, one owner, good condition, heater, £425.

1957 COMMER ED van, blue, one owner, as new, excellent condition, £419.

1956 COMMER Cob light van, antelope, one owner, good condition, £335.

1936 BEDFORD drop-side truck, black, sound condition, £86.

1946 MORRIS COMMERCIAL drop-side truck, green, one owner, £65.

1953 MORRIS MINOR van, silver, maroon, good condition, £365.

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THE PAVILION,

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1958 COMMER 7-ton (diesel) long-wheelbase drop-side truck, fitted with air brakes and as new, £1,695.

1957 COMM & Cob van, fitted passenger seats, £415.

6-TON ALBION fitted with Chieftain diesel engine, £295.

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1957 BEDFORD 6-ton diesel, 18-ft. 6-in. platform, very clean.

1955 B.M.C. 6-wheeler, Boys extension, 2-speed axle.

1951 BEDFORD 7-ton petrol long-wheelbase platform.

1951 FORD ET6 long-wheelbase P6 tipper.

1950 BEDFORD 1-ton van.

1950 Registered E.R.F. long-wheelbase, 4-cylinder, 5-speed box.

1947 SEDDON long-wheelbase platform, 5-speed box.

1947 VULCAN long-wheelbase platform.

1944 E.R.F., 7.7 engine, 5-speed box, 18-ft. platform.

JUMBO crane mounted on BEDFORD QL chassis.

J. W. RATCLIFFE AND SONS, LTD. Low Bank Road Garage, Ashton-in-Makerfield. Phone 7497.

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INGS ROAD, WAKEFIELD, 6051 (FIVE LINES).
DISTRIBUTORS FOR ATKINSON VEHICLES.
MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786XA (Gardner 6LX 150 h.p.) 17-ton, 8-wheel, 10-cu.-yd. alloy tipper.
NEW ATKINSON L1786XA (Gardner LX 150 h.p.) 17-ton 8-wheeler, chassis-cab, immediate delivery.
NEW ATKINSON L1786A (A.E.C. 11.3-litre) 17-ton 8-wheeler, chassis-cab, 40 by 8 tyres.
NEW ATKINSON L746 (Gardner 6LW) 4-wheel tractor, double-reduction axle, fifth-wheel coupler.
NEW ATKINSON M644LW (Gardner 4LW) 7-8-ton 4-wheel, 15-ft. alloy tipper, Milshaw gear.
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DENNIS Max tanker, suitable for carrying tar, March, 1946.
BEDFORD 5-ton long-wheelbase, 1949.
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BEDFORD A-type with Balco extension, P6 engine, 18-ft. body.
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1953 DODGE 106, P6 engine, 16-ft, 9-in. platform body.
1955

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1954 LEYLAND Comet tractor, fitted S.A.E. hitch.

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1951 BEDFORD pantechinon, 1,200 cu. ft., with drop well, integral cab, choice of two, £400.
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ALL these vehicles are working locally and can be seen any time.

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1949 A.E.C. 8-wheeler platform truck, c/w special A licence, Yorkshire or West Midland.
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1950 E.R.F., fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout including mechanical condition.

1949 COMMERCIAL Superpoise, Perkins diesel platform truck, considerably above average condition.

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1956 BEDFORD tractor unit.
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1948 FODEN 8-wheeler, just being rebuilt.
1950 FODEN 6-wheel tipper, 6LW.
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DEACON'S GARAGE, Dorchester, Oxon. Phone, Clifton Hampden 217.
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1949 7.7 A.E.C., original full-front 35-seater Duplex, certificate of fitness 1959, very smart, heaters, etc., red and cream exterior, mainly red interior, reasonable offers. Box CM8728, care of "The Commercial Motor." 788-83127

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ALBION late 1958 Aberdeen coaches, 41-seater Flaxton bodies, 6-speed gearboxes, in immaculate condition. Full details from
OSWALD TILLOTSON, Summit Works, Burnley. Phone 2201. 787-363

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1949 May, AUSTIN 4-litre, petrol, 32-seater Kenex body rebuilt 1954, certificate of fitness 3.6.59, recon. engine, gearbox, new tyres, £425. Phone, Exmouth 1901. 787-xB2790

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29-32-SEATER AUSTIN coaches fitted with Plaxton bodies, ready for immediate service, choice of three all with certificates of fitness. 787-6850
GARNER COACHES, LTD., 37 South Ealing Rd., London, W.5. Ealing 9046. 787-325

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1948 BEDFORD 26-seater, certificate of fitness Sept.: 1959, £255. H.P. if required, H. Shaw, Maxey, St. Peterborough, Market Deeping 2224. 788-6844

FOR sale, BEDFORD Vista (29), excellent condition, certified 1960, £700. A. E. Bowyer and Son, Ltd., 26 High St., Northwich. Phone, Northwich 2665. 787-6841

1950 BEDFORD 24-seater Duplex, reclining seats, quarter lights, tubular racks, radio, heater, Formica, certificate of fitness 1960. Granville Tours, Granville St., Grimsby. Phone 55031. 787-6850

1947 Vistas, certificate of fitness 1961, choice of three from £200. 1947 Plaxton, 30 seats, £200. All in perfect condition. Diadem Coaches, Gardenia Avenue, Luton 52106. 787-x2938

1957 BEDFORD 41 Yeates Riviera luxury coach, fitted heater, radio, upholstered red moquette, perfect condition, good tyres, certificate 1963, bargain, £2,600. Whippet Coaches, Hilton, Huntingdon. Papworth St. Agnes 25. 789-x3080

BEDFORD 1955 Super Vega, 36-seater coach, quarter lights, heaters, demisters, price £2,100. Apply, A. Simpson, Cornsall Colly, Durham. Phone, Esh Winning 209. 787-72

1953 Special touring body, 31 seats, 8 ft. wide, 30 ft. long, all-glass top, certificate of fitness 1963, including 35 retrimmed seats, price £1,450. Phone, Sic 2904. 787-108

1956 BEDFORD Utility, 12-seater, exceptionally good condition throughout, £435. Cavendish Motors, Caverdash Rd., N.W.6. Willesden 0046-8. 787-302

£495 Only, 1950 BEDFORD 29-seater luxury coach, high-back seats, etc., clean and good, certificate of fitness 1960. Terms and exchanges. Wilde and Bennett, Ltd., 75 Station Rd., Hadfield, Manchester. Phone, Glossop 2902-3, after hours, 356. 787-420

1958 BEDFORD petrol 8-ft. 41-seater Plaxton, 16 quarter lights, radio, public address, heater, armrests, three 3-way lift-up lights, certificate of fitness 1955, extras £83, light blue and silver, mileage 14,100, £3,100. Loversly job, delivered March, cost £4,000. Mallinson's Motor Tours, Windermere. Phone 161. 10-12 noon. 787-385

Used Passenger Vehicles (contd.)

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166 MAIN ROAD,
SUNDRIDGE, KENT.
Brested 291.

1954 BEDFORD 36-seater Yeates Riviera, courier seat, lift-up roof vents, glass quarters, tubular parcel racks, new five years certificate of fitness, really good condition, including tyres. 787-3122

1953 BEDFORD 37-seater Yeates Riviera, courier seat, lift-up roof vents, perfect condition, tyres as new, certificate of fitness 1963. 787-3122

1952 BEDFORD Duplex Vega, 33-seater, perspex quarters, radio, heater, one owner, certificate of fitness 1961. 787-293

1951 BEDFORD Vega 33-seater Duplex, courier seat, one owner, choice of two, certificates of fitness 1961, really specimen coaches. 787-3122

1950 BEDFORD Vista, 29-seater Duplex, reconditioned engine, one owner, certificate of fitness 1960. 787-3122

1949 BEDFORD Vistas, 29-seater Duplex, one owner, choice of two, certificates of fitness 1959. 787-3122

1947 BEDFORD Duplex Vista, 25-seater, certificate of fitness 1961, choice of three from £250. 787-293

1956 BEDFORD Burlingham Seagull 36-seater, red interior, with heaters, exterior two shades blue, smart and clean. Below. 787-3122

1954 BEDFORD Duplex Super Vega 36-seater, green interior heaters and radio, exterior recently resplashed cream and red (certified 1964). Below. 787-3122

1953 BEDFORD Burlingham 35-seater with courier, fitted baton 2-speed axle, certificate of fitness 1964, £1,785. 787-3122

1952 BEDFORD Duplex Vega 37-seater with courier, red interior, heater and radio, 8 ft. wide, exterior cream and red, beautifully maintained, £1,585. 787-3122

1949 FODEN (Gardner to Plaxton full-front 33-seater, blue interior, cream and red exterior, £885. 787-3122

1938 BEDFORD Duplex Vista 25-seater, exterior cream and red, recently certified June, 1961. £185. 787-3122

A. F. T. MOSELEY, 141 Knightbridge Rd., Loughborough. Phone 4777-8. 787-3122

1946, August, BEDFORD 29-seater, excellent mechanical condition, certificate of fitness to July, 1960, £250 o.n.o. Zeals Garage, Zeals, Wilts. Bourton 327. 787-x3122

1949, September, BEDFORD 29-seater Duplex Vista, in excellent condition, certificate of fitness October, 1959, £340. Phone, Ent 8596, Stonegrove 8383. 787-361

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BEDFORD Duplex 41-seater or similar late model. All particulars to 373 Eastbank Rd., Sheffield. 787-329

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LIVERPOOL ROAD,
NEWCASTLE STAFFS.
ON THE A34.
Phone, Newcastle, Staffs, 52251. 787-372

1949 COMMER Q4 coach, 36 seats, body Barnaby's of Hull, certificate of fitness December, 1960, one owner, no reasonable offer refused. 787-174

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1949 CROSSLEY P.S.V. chassis, £185 o.n.o. Coaches and Components, Ltd., 469-475 Holloway Rd., London, N.7. Archway 2647. 787-45

DENNIS
1952 DENNIS Falcon 54-litre, 35-seater full-front centre-entrance Strachan body, radio, heater, certificate of fitness 1962, tyres 10% worn, immaculate, £1,050, or accept reasonable offer. Phone, Dominion 1901. 787-xA2790

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1946 GUY Arab, 5LW Gardner, 34-seater saloon bus, very good runner, offers. Joseph Jones and Sons, Cross Garage, Xytradrionia, Swansea. Phone, Gtantaue 2137. 787-x2752

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1954 LEYLAND Cubes, mounted Strachans Everest roof lights, first-class condition throughout, same owners since new, certificate of fitness November, 1963, choice of four. Apply, Red House Garage Co., Victoria Rd., East, Hebburn-on-Tyne. Phone 83-2145. 788-6867

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1948 MAUDSLAY 33-seater, certificate of fitness May 1961, £250. H. Shaw, Maxey, near Peterborough. Market Deeping 2224. 789-6896

MORRIS
1958 MORRIS J2 10-seater passenger vehicle conversion by Reall's, immaculate condition, 5,000 miles only, certificate of fitness expires July, 1965, £490 or near offer. Write, phone or call. Hayes 6251. D and G Transport, Ltd., Bath Rd., Harlington, Hayes, Middx. 787-117

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1948 LEYLAND PSL 33-seater Duple body, certificate of fitness 1963.
1949 A.E.C. full-fronted 33-seater Trans-United body, immaculate condition.
1949 LEYLAND PSL 33-seater, very good Santos body good machine, very clean.
1949 BIRCHS MOTOR SERVICE, L.J.D., Promenade Garage, B. Knott End-on-Sea. Phone, Knott End 326. 787-6864

1950 Full-front MAUDSLAY, 7.7 A.E.C., 33-seater luxury body Whiston, radio, heater, ticket 1960, 1961.
1950 Full-front FODEN, 6LW Gardner, 33-seater Harrington dorsal fin, immaculate condition, ticket 1960, 1961.
1947 GUY Arab, 6LW Gardner, good order, £200.
WANTED COMMERCIAL TS3.
WEBSTER'S COACHES Patishall, Northants. Phone, Patishall 277. 787-6832

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LEYLAND super coaches, choice of 20, fitted 1949-50 Harrington 35-42-seater full-luxury bodies, deep-cushion, high-backed, full-luxury leather and moquette seating, large Continental rear luggage boot front entrance sliding door, etc., in immaculate mechanical and body condition, good set of tyres all round, certificate of fitness expiring 1959-60-61, price £200-£250 each.
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LEYLAND A.E.C. Bristol, etc., over 50 high- and low-bridge double-deckers just come into stock, 1948 bodies all Leyland Metcam, etc., varying certificates of fitness, to clear, £150-£175 each.
ALL the above vehicles carry our three months' guarantee.

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1954 A.E.C. Mark IV Burlingham Seagull 37-seater full luxury saloon.
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1947 LEYLAND PDI chassis, 7.4-litre diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.
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1945 LEYLAND PSL service buses, 32-seater Roe bodies, certified to 1959, choice of four.
1945 GUY SLW Roe low-bridge 55-seater double-deck bus, good order.
OVER 100 high- and low-bridge-type double-deck buses, buses, Dennis 32-seater buses with SLW power units, suitable for contract or public works contractors, price from £175 each.

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A Number of LEYLAND TS8 chassis with 7.4 diesel power units and fitted with 1949 Duple high-back seating coachwork.
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THURSDAY, DECEMBER 4, 1958.
OVER 60 VEHICLES.

LATE models, buses, coaches and commercial vehicles 4, 6, 8 and 10-seater Buses and coaches by E. F. Austin, Bedford, Commer, Dennis, GUY, Leyland, etc., 29 to 56-seaters. Further entries invited.
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READY FOR IMMEDIATE SERVICE.

1946 47-48 A.E.C. 34-seater buses powered by 7.7 diesel engines, all in first-class condition good batteries, etc. £295 each. Choice of 20.
1948 49 A.E.C. 34-seater buses in really super condition, powered by 9.6 diesels, good batteries, and ready to go to work immediately, £340 each. Choice of eight.
1949 BRISTOL 33-seater coaches powered by Gardner genuine coaches with full vision and not rebuilds or re-registers, a very lovely fleet of vehicles, £450 each.
1947 LEYLAND genuine PSL 32-33-seater buses, powered by Leyland PSL engines, in 100% condition throughout, £395 each. Choice of 17. Certified.
1950 LEYLAND genuine PSL 33-seater coaches, and run like new vehicles, £295 each. Choice of 18. Certified.
1948 49 A.E.C. 56-seater double-deckers, powered by 9.6 diesels, all-metal bodies, air brakes, good batteries, ready to go to work immediately, £475. Certified.
1949 A.E.C. 33-seater coaches, in immaculate condition, fitted with 9.6 engines and air brakes, £495 each. Certified.
1949 GUY 37-seater full luxury coach, fitted Gardner 5LW engine, Plaxton body, in super condition. £295. Certified.
1949 DENNIS 35-seater coach, fitted Dennis Big 6 diesel, excellent throughout, £295. Certified.
A.E.C. 1950 35-seater bodies, these machines look and run like new vehicles, £295 each. Choice of 18. Certified.
LEYLAND buses powered by Leyland 8.6 diesels and fitted with 1949 35-seater bodies, all in first-class condition carrying full guarantee at £275 each. Choice of 20.
CROSSLEY 33-seater coaches powered by Crossley 8.6 diesels all genuine 1949 35-seater bodies fitted Burlingham bodies £295 each. Choice of 18. Certified.
LEYLAND 56-seater double-deckers powered by Leyland diesels all carry full guarantee, £275 each. Choice of 23.
LSO 150 single- and double-deckers, all fitted with good batteries and ready to go to work, from £150 each.

FRANK COWLEY.
3 BLACKFRIARS ROAD,
SALFORD, 3.
Phone, Manchester Blackfriars 7577 and Blackfriars 787-51.

BARNARD AND BARNARD, L.T.D.

1956 BEDFORD, Burlingham Seagull 41-seater full luxury body, fitted with radio, speed amplifier, heater and many other extras, in excellent condition throughout, certificate of fitness 1961.
1956 BEDFORD, Duple Super Vega 41-seater full luxury body, fitted with radio, heater, wheel discs and many other extras, in excellent condition throughout, certificate of fitness 1961.
1954 BEDFORD, Duple Super Vega 36-seater full luxury body, good clean condition throughout, certificate of fitness 1959; choice of two.
1953 BEDFORD, Duple Super Vega 35-seater, radio, heater, finished in blue and cream, certificate of fitness 1963.
1952 GUY Arab, fitted with a 35-seater full-front Thurgood body, fitted with radio, heater, in clean condition throughout, certificate of fitness 1961.
1952 A.E.C. Mk. IV, 41-seater full luxury Transgood clean condition throughout, certificate of fitness 1962.
1952 BEDFORD, Vega 37-seater full luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963.
1951 BEDFORD, Vega 35-seater full luxury Duple body, fitted with heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1961.
1951 LEYLAND PSL2, full front, fitted 37-seater full luxury Allweather body, Perspex quarters, twin heaters, certificate of fitness 1961.
1951 COMMER Avenger, 33-seater full luxury All-weather body, fitted with radio, heater, Perspex quarters, exterior brown and gold, certificate of fitness 1961.
1950 AUSTIN Kenex full luxury full-front 32-seaters, finished in red and cream, certificates of fitness 1962 and 1963; choice of four.
1950 COMMER Avenger, 33-seater Plaxton, good tyres, finished in blue, certificate of fitness 1960.
1950 DENNIS Lancet J3, 35-seater full luxury Strachan body, certificate of fitness 1960.
1950 A.E.C., 9.6, crash box, full-front half-decker luxury Whiston body, 33-seater, one owner since new, good clean condition throughout.
1950 BEDFORD, Vista 29-seater full luxury Duple body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1960.
1950 SENTINEL full-front under-the-floor-engine 40-seater Service bus, front sliding entrance, driver enclosed, all-metal body, certificate of fitness 1959.
1949 MAUDSLAY, 7.7 A.E.C. oil engine, 33-seater full luxury Garmey-Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.
1948 BEDFORD, Vista 29-seater Duple body, Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960; choice of three.
WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGE. HIKE-PURCHASE.
BARNARD AND BARNARD, L.T.D.
PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO
SYDENHAM 2224-5-6.
310-326 SYDENHAM ROAD,
LONDON, S.E.26.
After 5 p.m. and 12.30 Saturday, phone Bicken Hill 330.
787-349

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), L.T.D.
THE COACH SPECIALISTS OF THE SOUTH.
COACH SHOWROOMS AND SERVICE STATION,
TRADING ESTATE, FARNHAM, SURREY.
Phone, 8 a.m. to 6 p.m., Farnham 4626-7.
After 6 p.m. Farnham 4481.

WE CAN GIVE AN EARLY DELIVERY OF 1959 PETROL AND DIESEL MODELS, FITTED DUPLÉ, BURLINGHAM AND PLAXTON BODIES. NOW AVAILABLE FOR DEMONSTRATION. (INQUIRIES WELCOMED.)

1956 BEDFORD fitted Mk. II R6 engine, Duple 41-seater body, Formica sides, red interior, one careful owner only, £2,850.
1952 BEDFORD Vega 33-seater, blue interior, fitted heater, well tired, very clean, 8-ft. wide, certificate of fitness 1962, £1,650.
1952 DENNIS Falcon, Eaton 2-speed axle, Burlingham Seagull body, 33 seater, blue interior, cream and blue exterior, heater, one owner only, certificate of fitness 1962 (could be made 35-seater £40 extra), £1,250.
1952 BEDFORD, petrol, Riviera 35-seater de luxe reconditioned and retitled at cost of £500, (offers).
1952 BEDFORD, petrol, 33-seater Vega, heater, 8 ft. blue interior and exterior, immaculate coach, one owner (offers).
1951 BEDFORD Vega, 33 seater, red interior, heater, one owner only, certificate of fitness 30.6.61, £1,350.
1950 DENNIS J3, fitted full-front 33-seater luxury body, heater, one owner only, certificate of fitness February, 1960, £625.
1950 MAUDSLAY full-front Duple body, autumn tint interior, £1,250.
1949 50 BEDFORD Vistas, Formica sides, high-back seating, choice of three, clean vehicles, from £75.
1948 DENNIS J3 service bus, red moquette seating, very sound throughout, certificate of fitness July, 1962, £275.
1946 47-48 BEDFORD Vistas, 29 seater, good runners, choice of several, from £150.
1946 BEDFORD Vista coach, good runner, certificate of fitness October, 1959, bargain at £100.
1938 9 models from £75.
LEYLAND Fitters fitted £102 oil engines, reconditioned and new 33-seater luxury bodies fitted 1950, certificate of fitness 1959 choice of two, £150 each.
GOOD selection of 1946-9 half-cab 33-35-seater diesel coaches from £250.
WE always have a good selection of vehicles suitable for travelling shops and workmen, we invite your inquiries.
HIGH-BACK conversions, trimming, painting, accident repairs and cleaning speedily executed.
HIKE-PURCHASE and part-exchanges a speciality.

LES G LEAVE, L.T.D.
FOURWAYS GARAGE,
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226.

1955 COMMER, 41-seater Plaxton body, fitted with TS3 diesel, choice of two.
1957 COMMER, 41-seater Plaxton body, TS3.
1956 COMMER, 41-seater Duple body, choice of two.
ONE 1952 A.E.C. Mk. IV, 39-seater Burlingham body recently fitted new engine, certificate of fitness 1963.
ONE 1952 33-seater BEDFORD Duple.
SPECIAL three 1952 Continental-type BEDFORD 29-seaters, fitted on 1952 Bedford Vega chassis, quarter lights, tubular rack, microphone, first-class condition, must be seen.
1949 6-cylinder DENNIS, fitted with 35-seater Duple body.
1949 6-cylinder 33-seater, Davies body.
1950 LEYLAND PSL full-front, very clean.
1950 BEDFORD Vista.
1949 DENNIS 6-cylinder, 35-seater Duple body.
1949 TILLINGS-STEVENS fitted 6LW Gardner.
1949 BEDFORD Vista.
1947 BEDFORD Vista.
ALL Duple bodies.

WE are now taking orders for the coming season Bedford, Commer, new Fords, Leyland, A.E.C., etc. Part-exchanges, Hire-purchase arranged.
WE are now able to offer the new hire-purchase terms on new and second-hand vehicles.

LES G LEAVE, L.T.D.
FOURWAYS GARAGE,
ARCLID, NR. SANDBACH, CHESHIRE.
Smallwood 225, 226. 787-317

J. W. FIELDSEND, L.T.D.
OFFER THE FOLLOWING
USED COACHES.

1957 BEDFORD, petrol, 41-seater Duple.
1957 BEDFORD, petrol, 41-seater Plaxton.
1956 COMMER TS3 41-seater Duple, choice of two.
1953 Rebuilt LEYLAND PSL2, 35-seater, full-front Harrington body.
1949 LEYLAND PSL2, 33-seater Harrington.

TERMS and exchanges, full list sent on request. Phone for appointment to view.
160 CROSS LANE,
SALFORD, 5.
Phone, Pendleton 5331. 787-319

Used Passenger

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Used Passenger Vehicles (contd.)

T.C.D.

COACHES
FOR THE SMALL OPERATOR

1955 BEDFORD 40-seater Duplex service saloon, fitted Perkins 6-cylinder diesel engine, in superb mechanical and body condition, certificate of fitness expiring 1960, price £1,350.

1951 52 A.E.C. fully-fronted Beadle, choice of 16, 39-seater coaches in immaculate body and chassis condition, certificates of fitness 1961-62, prices £900-£950 each.

1949 BEDFORD 29-seater coaches, choice of three, in good mechanical and body condition, nearly new set of tyres all round including spare, certificates of fitness middle 1959, price £175 each.

1948 L. HARRINGTON super coaches, choice of 20, fitted 1949-50 L. Harrington 35-36-seater full-luxury bodies, deep cushion high-backed full-luxury leather and moquette seating, large Continental rear luggage boot, front-entrance sliding door, etc. in immaculate mechanical and body condition, certificates of fitness 1959-60, to see is to buy, price £350-£395 each.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-visibility can screens, 7.7 A.E.C. diesel units, 5-speed boxes, in excellent mechanical and body condition, certificates of fitness to 1960, price £350 each.

1948 A.E.C. 36-seater service saloon, fitted Harrington body, front-entrance sliding door, 7.7 A.E.C. diesel unit, in excellent mechanical and body condition, certificate of fitness expiring 1959, price £425.

1940 39 BRISTOL L-type 35-seater saloons, fitted 5LW Gardner diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

DENNIS, choice of 25 low-bridge double-decks, fitted 1948-49 Park Royal bodies, 5LW Gardner diesel engines, 5-speed gearboxes, in excellent mechanical and body condition, certificates of fitness expiring end 1959-60, several tickets nearly expired, will all re-certify, price to clear £175-£200 each.

1948 LEYLAND PSI 34-seater Brush all-metal bodied service saloon, in excellent mechanical and body condition, certificate of fitness to end 1959-60, price £495.

1939 LEYLAND choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, re-seated this year, fitted 7.4 PS1 type diesel engine, in excellent mechanical and body condition, certificate of fitness expiring 1960, price £325 each.

1940 39 choice of 25 high- and low-bridge LEYLAND double-decks, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1958, some 1959, will all re-certify at very little expense, to clear, price £150-£175 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.

ALL the above vehicles carry our three months' guarantee.

TREDEGAR COACH DISPOSALS.

MARKET STREET,

TREDEGAR.

Phone, Tredegar 247.

787-122

COACHES AND COMPONENTS, L.T.D.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

1958, March, BEDFORD petrol 41-seater Super Vega, autumn tint moquette, exterior brown-primrose, heaters, radio-mobio receiver, lead and hand m-crophone.

1955, March, BEDFORD 38-seater diesel-engined Super Vega, red moquette, exterior dark chocolate-grey, clock, heaters, glass roof quarters, certificate of fitness 1960.

1952 BEDFORD 35-seater, Gurney-Nutting body, certificate of fitness 1962.

1952, January, BEDFORD 37-seater, Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January, 1962.

1952, July, BEDFORD 38-seater, Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to July, 1962.

1951 BEDFORD 29-seater Vistas, certificates of fitness 1961-62; choice of three.

1950 BEDFORD 29-seater Vistas, certificate of fitness 1959-60; choice of three.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duplex, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1950, July, GUY Vison, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.

1950, August, BEDFORD 29-seater, Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to August, 1960.

1949, May, CROSSLEY 33-seater, Duplex body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959.

1949, June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949, July, AUSTIN 29-seater Whitson, autumn tint moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.

1949 MAUDSLAY 33-35-seater Gurney-Nutting, certificate of fitness 1959, choice of two.

1949, November, DENNIS 25-seater Duplex, blue moquette, exterior blue-cream.

1949 MAUDSLAY 33-35-seater Gurney-Nutting certificate of fitness 1959, choice of two.

1948 FODEN 33-seater luxury coaches; choice of two.

1948, May, DENNIS Lancelot III, 33-seater Duplex luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.

1947 48 PSI 33-seater Harrington, certificate of fitness 1961-62; choice of seven.

1947, November, MAUDSLAY A.E.C. 7.7 diesel engine, 35-seater Duplex body, red moquette, exterior red-cream, certificate of fitness to December, 1961.

Used Passenger Vehicles (contd.)

S.M.T.

177-205 FINNIESTON STREET,
GLASGOW, C.S.

Phone, Douglas 2940.

Phone, Douglas 2940.

FOR THE FINEST SELECTION OF

NEW AND USED COACHES

IN THE COUNTRY.

NEW COACHES.

MAY WE QUOTE FOR YOUR NEXT SEASON'S REQUIREMENTS NOW? YOUR INQUIRY WILL RECEIVE PROMPT AND CAREFUL ATTENTION.

IMMEDIATE DELIVERY FROM STOCK.

NEW BEDFORD Duplex 41-seater full luxury coaches, petrol or diesel, exterior to requirements.

NEW BEDFORD Plaxton 41-seater coach, exterior in red and cream with seats in red patterned moquette.

USED COACHES.

WE HAVE A WONDERFUL SELECTION OF USED COACHES, PETROL AND DIESEL, ALL IN ABSOLUTELY TIP-TOP CONDITION, AND A FEW EXAMPLES FROM THIS EXCELLENT STOCK INCLUDE—

1956 BEDFORD Duplex 41-seater coaches with petrol engines, exteriors in blue and cream and red and cream, many extras, choice of four excellent vehicles.

1953 LEYLAND Royal Tiger Trans-United 41-seater full-luxury coach, exterior in red, certificate of fitness May, 1961, first-class condition and reasonably priced.

1953 A.E.C. Mark IV Gurney Nutting 41-seater full luxury coach, exterior cream and blue, many extras, ex-show model in tip-top condition.

1955 BEDFORD Plaxton 37-seater coach, exterior two shades of blue, seats in contemporary check pattern moquette, radio, speaker, Formica side casings, excellent condition.

1954 BEDFORD Burlingham 36-seater full luxury coach, exterior chocolate and cream, seating in red moquette, low mileage, modified R6 engine fitted, excellent condition, this machine is offered at a very attractive price.

1951 COMMERCIAL Avenger 33-seater coach, exterior cream and blue with blue patterned moquette, certificate of fitness April, 1961, this is a full-fronted up-to-date in appearance coach at very reasonable price.

1953 BEDFORD Duplex 36-seater coach, exterior cream and red, red patterned moquette seating, new engine recently fitted, excellent value.

1955 ALBION Strachan 39-seater coach, exterior in red, seating trimmed in dark red patterned moquette, outstanding machine at reasonable price.

1955 ALBION Duplex 35-seater full-luxury coach, exterior red and cream, with seating in green patterned moquette, outstanding machine at reasonable price.

1956 BEDFORD Plaxton 37-seater coach, exterior two shades of blue, seats in contemporary check patterned moquette, radio, speaker, Formica side casings, excellent condition.

1955 LEYLAND Comet Duo 36-seater coaches with exteriors in maroon and silver, seating in fawn patterned moquette, Formica side casings, heaters, choice of two top quality vehicles.

BUSES.

EXCELLENT selection of A.E.C. Albion and Foden 33-seater half-cab machines in extremely good condition and roadworthy, offered at very low prices for contract work.

MANY OTHERS IN STOCK.

MAY WE HAVE YOUR INQUIRY?

OUR REPUTATION AS ONE OF THE GREATEST COACH SELLING ORGANIZATIONS IN THE COUNTRY SUPPORTS EVERY TRANSACTION.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOMED.

787-50

CHARLES COPPOCK, L.T.D.

SERVICE BUSES.

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

IT'S SALE TIME AT SALE.

SPECIAL OFFER—

HIGH-BRIDGE DOUBLE-DECKERS, 56 SEATS.

£100 Each. 1946 GUY Arabs, SLW; choice of five.

£175 Each. 1946 A.E.C. 7.7, M.C.W.; choice of four.

£300 Each. 1946 LEYLAND PDIs; choice of two.

SINGLE-DECK VEHICLES.

£140 Each. 1949 BEDFORD 29-seater coach, certificate of fitness, very good tyres.

£225 1951 TILLING-STEVENS 33-seater coach, powered 6LW Gardner oil engine, certificate of fitness 1960.

£225 1949 BEDFORD 20-seater bus, Beadle, all metal, very clean condition, certificate of fitness May, 1959.

£300 1949 full-fronted Beadle all-metal BEDFORD bus, seating 35 passengers, unladen weight 3 tons 19 cwt.

£325 1949 MORRIS full-fronted buses, all-metal construction, 35 seats, powered 6-cylinder oil engines; choice of two.

1947 BEDFORD Vistas, 29 seats, seating in blue figured moquette, in exceptionally clean condition, certificate of fitness June, 1961.

PHONE, SALE 5633.

GRAMS, "BUSUNITS."

787-50

November 28, 1958—THE COMMERCIAL MOTOR 59

(Supplement)

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO. L.T.D.

LODGE GARAGE,

WHITEHALL ROAD WEST,

GOMERSAL, NEAR LEEDS.

Phone, Dudley Hill 1144-9.

BRITAIN'S LARGEST STOCKS OF

PASSENGER VEHICLES.

OFFERS FOR JANUARY DELIVERY:—

A.E.C. RELIANCE, LEYLAND CUBS, BEDFORD

PETROL/OIL OR COMMER TWO STROKE.

FITTED WITH PLAXTON, BURLINGHAM OR DUPLÉ

BODIES.

NEW VEHICLES.

A.E.C. 7.7, 30-ft. chassis, fitted with 39-seater

A.E.C. 7.7, fitted with 37-seater Plaxton full-luxury

A.E.C. body, new and unregistered, red interior,

heaters, in primer.

SECOND-HAND VEHICLES.

1956 A.KINSON, 6LW, 3-speed box, overdrive,

automatic lubrication, fitted with 41-seater Plaxton

front entrance, heaters and public address,

been used as tour immaculate, automatic lubrication,

choice of two.

1955 A.E.C. Reliance, 41-seater Burlingham centre

entrance, heaters and public address, automatic

lubrication, immaculate, choice of three.

1954 BED-ORD 36-seater with Yeates full front,

heater.

1953 BED-ORD Duplex 33-seater, been on summer

work only, immaculate, choice of four.

1952 A.E.C. 35-seater, 9.6, Plaxton full front, with-

out bulkhead.

1950 A.E.C. 9.6 35-seater, fitted with Plaxton 1952

bodies, without bulkhead, choice of eight.

1950 FODEN 2-stroke, fitted with 33-seater Harrington

dorsal fin body, reconditioned engine,

immaculate.

1950 BEDFORD 31-seater Mann Erection body,

cheap to clear.

1951 AUSTIN, full-front Plaxton body, 32-seater.

1950 BEDFORD 29-seater, high-backed seats.

1950 A.E.C. 9.6, fitted with full-front 33-seater

Windover body, immaculate.

1948 A.E.C., fitted with Burlingham bodies and

Plaxton full-front in 1950, without bulkhead,

choice of two.

1950 A.E.C., 9.6 crash box, 33-seater Duplex half

cab, automatic lubrication, immaculate.

1949 BEDFORD 29-seater, high-backed seats, choice

of two.

1948 BEDFORDS, 29-seaters, cheap to clear.

1948 LEYLAND half-cabs, fitted Burlingham bodies,

choice of three.

1947-8 LEYLAND PSI, fitted with 1950-1 Duplex

Ambassador full-front bodies.

1946 LEYLAND service bus, 35-seater Willowbrook

body, just certified.

1946 ALBION double-decker, just certified, very nice

machine, 6LW, special price to clear.

Number of Crossley, Guy, Leyland, Daimler, fitted

with Burlingham, Windover and Plaxton bodies,

cheap to clear.

SPECIAL parts for A.E.C., Leyland, Bedford and all

types of passenger machines.

A.E.C. 7.7 and 9.6 engines, 4, 5 and 6LW engines.

DIFFERENTIALS for all types of passenger vehicles.

ALL THE ABOVE COACHES CARRY GOOD

CERTIFICATES OF FITNESS.

SPECIAL HIRE-PURCHASE TERMS AND PART-

EXCHANGES.

SPARE PARTS DEPOT,

BRADFORD 64331-2.

NIGHT PHONE, MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59886.

787-410

THURGOODS OF WARE.

1955 November, BEDFORD Thurgood (40) luxury

coach, 7 ft. 6 in. wide, red interior, red

and cream exterior, certificate of fitness 1960 (November),

£1,975.

1952, March, GUY Arab (41) luxury coach, red

and cream, good tyres and engine, certificate

of fitness to 1962.

1950 DENNIS full-fronted Duplex (35) coach, certificate

of fitness to 1960, £1,050.

1951 DENNIS Falcon full-front coach (34), 54-hp

engine, Eaton 2-speed axle, high-back chair

seats, blue inside and out, certificate of fitness to 1960,

£875.

1950 BEDFORD Vistas (29), red high-back seats,

Formica sides, exterior cream and green,

choice of two from £875.

1950 ALBION full-fronted coach (31), Duplex, high-

back seats, certificate of fitness to 1960, £825.

1948 47-46 BEDFORD Vistas (29), green, red and

grey, choice of three from £325.

1958-50 BEDFORD buses (28-30), blue, green and

red, choice of four from £275.

BEDFORD driver-operated door gears for Vista and

Vega, fitted and supplied.

20 DOUBLE-DECKERS.

LOW- AND HIGH-BRIDGE BUSES,

ALL MAKES.

FROM £100.

PHONE, WARE 833-4.

AFTER HOURS 896.

787-249

B53

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:—
HIGH ROAD, PONDER'S END, ENFIELD, MIDDLESEX.
HOWARD 1266, PBX.

EARLY delivery of new BEDFORD petrol-engine chassis, 1959 model, Duple 41-seater Super Vega coaches, finished to instructions, demonstrations available.
NEW BEDFORD petrol-engine chassis, 1959 model, Plaxton 41-seater coachwork, early delivery, finished to instructions.

NEW A.E.C. Reliance, 41-43-seater Duple Britannia coachwork, centre or front entrance, vacuum or air brakes, finished to instructions.
1957 A.E.C. Reliance mounted with Duple Britannia front-entrance 41-seater coachwork, heaters, radio and speech fitted, divided type seats, interior in grey and red moquette, many other extras, finished grey and maroon, certificate of fitness 1964.

1957 BEDFORD petrol, 41-seater Duple Super Vega, glass roof quarters, tubular racks, radio, microphone and heaters, upholstered in red moquette, finished cream, certificate of fitness 1964, choice of two.

1955 BEDFORD, fitted with Perkins R6 oil engine, Duple 40-seater service bus, 8 ft. wide, parcel racks, upholstered in red, finished maroon and grey, certificate of fitness 1960.

1953 COMMERCIAL Avenger, 35-seater, all-weather coachwork, full front, glass roof quarters, heater fitted, partition behind driver, finished cream, certificate of fitness 1963, choice of two.

1953 BEDFORD Duple Super Vega incorporating 30 armchair reclining seats by Chapman, radio, speech amplification, heater and many extras fitted, interior in red, finished grey and maroon, certificate of fitness 1961.

1952 BEDFORD petrol engine, mounted with Duple full luxury 38-seater 8-ft. wide coachwork, upholstered in red moquette, finished grey and red, certificate of fitness 1962, choice of eight, these coaches are in immaculate condition.

1951 A.E.C. Mark IV, mounted with 39-seater full-front Britannia coachwork, heater fitted, central entrance, autumn tint moquette, immaculate condition, certificates of fitness 1961-2, choice of four, one cream and green, three red and cream.

1950 A.E.C. Regal 9.6, crash box, Duple 33-seater coachwork, upholstered in autumn tint moquette, finished primrose and black, immaculate condition, certificate of fitness 1959.

1949 BEDFORD 29-seater Duple Vista, upholstered in green, Formica side panels, finished cream and green, certificate of fitness 1959, choice of two, both coaches in immaculate condition.

1948 DAIMLER CDB6 oil engine chassis, mounted with Duple 35-seater full-luxury coachwork, upholstered in blue moquette, finished grey and red, certificate of fitness 1960, very clean condition, choice of two.

1947 A.E.C. 7.7 oil engine, new 35-seater Duple coachwork mounted in 1955, full front, luxury seating, lift-up roof vents, finished primrose and black, certificate of fitness 1959.

1947 A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.

LEYLAND T54-6.7 oil engine chassis, full floating axle, fitted with new Duple bodies in 1947, 33-seaters upholstered in red moquette, certificates of fitness 1961-2, choice of six, these vehicles have been completely modernized.

CHOICE of 12, 1946-47-48 BEDFORD 27-29-seater Duple Vista coaches, also several Bedford Mark II buses all with current certificates of fitness.

PART-EXCHANGE AND HIRE-PURCHASE
ARRANGED BY OUR DEPOT AT:—

LONDON,

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Vic 6033.

CARDIFF,

DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 787-421

PERCY D. SLEMAN, L. TD.

LONDON COMMERCIAL DEALERS.

COMMERCIAL Routes diesel Bournemouth 41-seater, finished to choice, 14 days' delivery.

A.E.C. Reliance Duple 41-seater, finished to choice, 14 days' delivery.

1956 BEDFORD 41-seater Duple Super Vega, immaculate, finished cream and red.

1955 COMMERCIAL T51, Plaxton bodies, 39- and 41-seaters, certificates of fitness.

1954 BEDFORD Bournemouth, 30 seats, upholstered in blue, finished blue and grey, certificate of fitness 1959.

1953 BEDFORD 35-seater Duple, trimmed in red, finished cream and red.

1952 BEDFORD Duple 33 seats, upholstered in red, finished in maroon, certificate of fitness 1962.

1951 LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificates of fitness 1961.

1951 A.E.C. Mk. IV Bournemouth Seagull, 39 seats, upholstered in red, finished red and grey, choice of four, certificates of fitness 1960.

1943-45 GUY, 55 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness, from 1945.

SEVERAL A.E.C. 9.6 and Leyland PSL, chassis only.

PART-EXCHANGE and hire-purchase terms to suit individual requirements.

38 UXBURIDGE ROAD,
EALING, W.5.
Phone, Ealing 7987; Uxbridge 5022.
After hours, Western 1321. 787-434

Used Passenger Vehicles (contd.)

P.V.D., L. TD.
100

SELECTED BUSES AND COACHES
ACTUALLY IN STOCK AND AVAILABLE FOR
IMMEDIATE INSPECTION AND TEST.

COACHES

FOR THE LITTLE MAN.

1948 BRISTOL saloons, choice of 10, fitted Eastern Coachworks 35-seater bodies, low-type radiators, low-vision cab screens, 7.7 A.E.C. diesel units, 5-speed boxes, in excellent mechanical and body condition, certificate of fitness to 1960, price £550 each.

1947 BEDFORD 29-seater Duple-bodied full luxury coaches, choice of three, in excellent mechanical and body condition, good set of tyres all round, certificates of fitness expiring 1959-60-61, price £200-£250 each.

1939 LEYLAND, choice of two, fitted 39-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, rescaled this year, fitted 7.7 diesel engine, in excellent mechanical and body condition, certificate of fitness expiring 1960, price £325 each.

1938-39 LEYLAND, choice of two, fitted 35-seater Alexander all-metal semi-coach bodies, high-backed tubular seating, rescaled this year, fitted 7.7 diesel engines, in excellent mechanical and body condition, certificate of fitness to 1960, price £300 each.

1949 BEDFORD 29-seater coaches, choice of three, in good mechanical and body condition, nearly new set of tyres all round, including spare, certificate of fitness middle 1959, price £175 each.

1940-39 BRISTOL L-type 35-seater saloons, fitted 5LW Gardner diesel engines, 5-speed boxes, in good mechanical and body condition, several chassis only, price £175 each.

1940-39 LEYLAND, choice of 25 high- and low-bridge Leyland, double-decks, fitted 1948-49 Leyland all-metal bodies, in very good mechanical and body condition, certificates of fitness to end of 1959, some 1959, will recertify at very little expense, to clear £150-£175 each.

DENNIS, choice of 25 low-bridge double-decks, fitted 1948-49 Park Royal bodies, 5LW Gardner diesel engines, 5-speed gearboxes, in excellent mechanical and body condition, certificates of fitness expire 1959-60, several with tickler nearly expired, will all recertify, price to clear £175-£200 each.

THESE are only a few of the vehicles we have in stock available for immediate inspection and test.

TRADE INQUIRIES INVITED.

PASSENGER VEHICLE DISPOSALS, L. TD.

WOLSTON GRANGE,

LONDON ROAD, RUGBY.

NEW NO.

PHONE, DUNCHURCH 262 AND 265.

ON THE A45. 787-121

DON EVERALL, L. TD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NOW taking orders for 1959 BEDFORD 29-41-seater coaches, fitted diesel engines.

1957 COMMERCIAL Routes diesel 41-seater Duple coaches, overdrive, heaters, etc., as new, painted to your instructions, certificate of fitness 1964, £3,200. Available January 1.

1953 BEDFORD petrol 36-seater Bournemouth Seagull coach. Certified 1962, £1,725.

1952 DAIMLER Freeline 43-seater Metacraft coach, heaters, etc., certified 1962, £1,900.

1951 August, BEDFORD petrol 34-seater Plaxton coach, certified 1960, £1,350.

1951 LEYLAND Royal Tiger 40-seater Bellhouse-Hartwell coach, certified 1961, £1,600.

1950 GUY 6LW Gardner 33-seater half-deck coach, certificate of fitness 1960, £650.

1950 FODEN 6LW Gardner 33-seater Window cover coach, certificate of fitness 1960, £650.

1949 BEDFORD 29-seater Duple Vista coach, certified October 1960, £1,325.

1949 MAUDSLAY 7.7 diesel 33-seater Bournemouth coach, fitted new seats, certified 1959, £400.

1948 A.E.C. Mark III, 9.6 diesel engine, 33-seater Bournemouth coach, certified 1960, £600.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32147 AND 22293.

DON EVERALL, L. TD.

34 CLEVELAND ROAD, WOLVERHAMPTON.

787-157

LARGER vehicles acquired, so now available:—

AUSTIN 20-seater coach, first registered January, 1951, A certificate of fitness October, 1960.

COMMERCIAL 30-seater coach, first registered January, 1949, certificate of fitness November, 1958.

BEYFORD Duple 25-seater coach, first registered May, 1939, certificate of fitness September, 1959.

VOLKSWAGEN Microbus, first registered April, 1954.

ALL in running condition. No reasonable offer for the lot or individually will be refused. Newmans, Coach Operators, Hythe, Kent. Phone 67454. 787-11

1954 BEDFORD Duple Super Vega 36-seater, £2,150. 1959 A.E.C. 9.6 33-seater, Bournemouth full-front, £1,050 or would part-exchange both for 1956 or 1957 A.E.C. Reliance low-mileage, T. G. Dilks Coaches, Desborough, Northants. Phone 321. 787-158

1950 Full luxury 35-seater DENNIS, £600: Bedford Vista, 29 seats. Both vehicles in reasonable condition. Phone, Hadleigh, Suffolk, 2277. 788-x3116

Used Passenger Vehicles (contd.)

STOCKLAND GARAGE, L. TD.

MARSH HILL, EDDINGTON.

BIRMINGHAM, 23.

Phone, Edd 2488.

NEW VEHICLES

FOR IMMEDIATE DELIVERY.

11-SEATER FORD Thames P.S.V. coach.

12-SEATER AUSTIN A125 Omnicoach.

7-TON Thames long-wheelbase, diesel.

4-TON AUSTIN long-wheelbase, diesel.

5-TON Thames hydraulic tipper, 4D diesel.

15 CWT. AUSTIN A152 pick-up.

EARLY DELIVERY OF ALL AUSTIN AND FORD VEHICLES.

USED VEHICLES

FOR IMMEDIATE DELIVERY.

LEYLAND PSL coaches, new 35-seater Duples, 1954, in first-class condition, including tyres and batteries, £1,700 each.

A.E.C. 7.7 full-fronted Bournemouth, 1950, in first-class condition, including tyres and batteries, £1,200.

AEBION 29-seater full-fronted coach, 6-cylinder, being reconditioned and rescaled in excellent condition including tyres and batteries, £350.

B.M.C. 7-ton tipper, 1956, 11½-cu.-yd. body, double-drop chassis, 11½-ton tipping gear, heater, body size 14 ft. 6 in. by 3 ft. 3 in., steel floor, good tyres, power steering, Eton axle, one owner driver, £1,000.

COMMERCIAL var. normal control, 3-ton, two-way roller shutters, ex-C licence, 38,000 miles, original tyres, reconditioned back, o.h.v. engine, £250.

AUSTIN Lutons, 3-ton, ex-cylinder manufacturers, from £120.

BEDFORD-SCAMMELL, 1948 unit, ex-C licence, £70, 787-80

KIRKBY AND SONS (SALES), L. TD.

CROSS ROAD GARAGE,

ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD

DUPLE PLAXTON HARRINGTON

OR

BURLINGHAM COACHES

FOR EARLY DELIVERY.

SPECIAL OFFERS OF HALF-CAB COACHES.

1957 41-seater BEDFORD Duple, £2,850, red interior, black and ivory exterior.

1956 41-seater BEDFORD Duple, red interior, red and ivory exterior, £2,800.

1951 BEDFORD Plaxton 33-seater, red interior, black and ivory exterior, £1,250.

1952 35-seater BEDFORD Duple, red interior, cream and maroon exterior, £1,650.

1956 41-seater BEDFORDS Bournemouth, autumn tint interior, radio, heater, etc., immaculate condition, £2,750. Choice of two.

1949 MAUDSLAY A.E.C. 7.7 33-seater, interior red pattern moquette, exterior ivory and blue, certificate of fitness May 31, 1959, £275.

1949 CROSSLLEY 33-seater, Bournemouth body, just re-certified, £250.

1950 A.E.C. 7.7 33-seater Duple, red interior, exterior red, ivory and black, £1,000. Choice of two.

1950 stock of 1950 to 1958 BEDFORDS 33- to 41-seater coaches with Duple, Plaxton or Bournemouth bodies.

TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (DAY AND NIGHT).
NIGHT PHONE, KIVERTON 220, MANSFIELD 5395, 787-482

SAVILLE MOTOR SALES, L. TD.

MAIN VAUXHALL AND BEDFORD DEALERS,

HARVESTER HOUSE,

STRATFORD-ON-AVON.

Phone 3681 (10 lines).

1959 BEDFORD Duple 30-seater bus, 300-cu.-in. diesel engine, finished in red and grey, fitted heater, etc., ex-demonstration model, immediate delivery.

1957 BEDFORD Bournemouth 37-seater coach, radio, heater, petrol engine, finished in blue and grey, heater, unmarked, excellent condition.

1955 BEDFORD Duple 41-seater coach (petrol), heater, unmarked, excellent condition.

1955 BEDFORD Duple 36-seater coach, radio, heater, Perkins R6 engine, finished in red and cream.

1951 FODEN 41-seater Whitson coach, heater, finished in maroon and cream.

1950 BEDFORD Vista 25-seater coach, repainted red and cream, rescaled, retired, certificate of fitness 1964.

1949 COMMERCIAL, 30-seater Yeates body.

1949 CROSSLLEY 35-seater coach, reconditioned engine.

1949 LEYLAND 35-seater coach.

1949 MONMOUTH Depot.

1949 A.E.C. Mk. III 33-seater Bournemouth coach.

PART-EXCHANGES. HIRE-PURCHASE FACILITIES

REDBROOK, MONMOUTH.

PHONE 336 AND 7. 787-248

1954 VULCAN 31-seater, full-front luxury coach, cheap for quick sale.

1952 (Later) MORRIS full-fronted luxury coach, 31-seater, certificate of fitness 1962. Write Box CM871, care of "The Commercial Motor." 787-x82221

Used Passenger Vehicles (contd.)

COMMERCIAL

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Used Passenger Vehicles (contd.)

COMBERHILL GARAGES, L. TD., INGS ROAD, WAKEFIELD.

NEW 1959 COMMER T53 (diesel) 41-seater Plaxton
N Confort coach, glass roof quarters, heater, radio, all
extras, Earls Court Show exhibit.
NEW 1959 model BEDFORD (petrol) 41-seater Plaxton
N Confort, heater, radio, temporary moquette.
NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater
N Plaxton Highway omnibus, coach seats.
1954 BEDFORD (35 h.p. petrol) 36-seater Burling-
ham Seagull, heater, radio, cream-black.
1953 BEDFORD SB (petrol) 33-seater Yeates, heater,
radio, cream-brown, certified 1953.
1952 A.E.C. Regal Mark 4 (9.6 underfloor) 41-seater
Plaxton Ventura, heater, radio.
1951 BEDFORD SB (petrol) 35-seater Plaxton
Ventura, certified 1961, cream-red.
1951 A.E.C. Regal Mark 4 (9.6 underfloor) 37-seater
Burlingham Seagull, reconditioned engine.
1951 ALBION Victor (diesel FT3) 31-seater Cawood
full-front; choice of two, cream-blue.
1950 ALBION CX9 (diesel) 35-seater Cawood,
cream, blue, choice of two.
1948 LEYLAND PS1 (7.4 diesel) 33-seater Burling-
ham grey-blue, certified 1961.
1947 LEYLAND PS1 (7.4-litre) 33-seater Burlingham
full front (1950 coachwork), £775.
1946 45 DAIMLER CVD6 (A.E.C. 7.7 diesel)
56-seater Massey double-decker, choice three.
HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, L. TD., Phone, Wakefield 6051-5. 787-181

1951 LEYLAND PS2 33-seater full-front coach, good
condition, P.S.V. 1961.
1951 CROSSLLEY 37-seater and courier seat, full
front, Plaxton body, certificate of fitness to
July, 1961.
1949 GUY Arab, 31-seater Burlingham body.
Meadows diesel engine.
ORMSKIRK MOTORS, L. TD.,
MAIN VAUXHALL AND BEDFORD DEALERS,
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2.
After 8, Anfield 6001. 787-438

LANCASHIRE MOTOR TRADERS, L. TD., OLYMPIA GARAGE, LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.
1952 BEDFORD Super Vega, 33 seats, fitted radio
and heater, blue exterior, red interior, new
tyres, £1,450.
1954 LEYLAND Tiger Cub, mounted 44 seats, ser-
vice type bus, front entrance, fitted jack-knife
door, absolutely immaculate, £2,000.
1956 BEDFORD Duple, cream and blue exterior,
red interior, fitted heater, 41 seats, genuine
mileage 42,000, choice of two, £2,700 each.
1957 BEDFORD Duple, cream and red exterior,
red interior, fitted heater, 41 seats, genuine mileage
35,000, £2,500.
1955 BEDFORD Riviera, 36 seats, cream and red
exterior, red interior, fitted heater, immaculate,
£2,700.
1954 BEDFORD Duple, 36-seater, grey and maroon
exterior, red interior, fitted radio and heater,
immaculate, £2,000.

PLEASE NOTE

WE have approximately 30 second-hand vehicles in
stock which are all garaged under cover. 787-93

VICTORIA COACHES, L. TD.

1958 BEDFORD (petrol), 41-seater Plaxton.
1957 BEDFORD (petrol), 41-seater Duple, price
£2,050.
1953 CROSSLLEY, 37-seater Churchill, price £1,000.
PHONE FOR APPOINTMENT TO VIEW.
1159 LONDON ROAD,
LEIGH-ON-SEA.
Phone 74456. 787-321

1952 DENNIS Duple 35-seater luxury coach, 2-speed
S.B. engine, £1,250.
1952 BEDFORD Duple 33-seater, glass roof quarters,
radio, heaters, £1,450.
1950 COMMER coach, 34-seater, radio and heater.
1950.
1945 DAIMLER low-bridge deckers, powered by 7.7
A.E.C. engines, some fitted with doors and
heaters, 1955.
PART-EXCHANGE considered for single-deck coaches,
Crosley or similar, with prop. body.
ALL vehicles with certificate of fitness.
FURTHER particulars, apply to Wesleys Coach Services,
Stoke Goldington, North Bucks. Phone 26. 788-6895

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, L. TD.

NEW BEDFORD diesel Plaxton 41-seater, in stock
for demonstration and delivery.
NEW BEDFORD Duple Super Vega 41 seats.

1950 MAUDSLAY (A.E.C. 7.7) Duple 33 high-back
seats, used on private only, one owner, certi-
ficate 1960.
1948 BEDFORD Duple Vista 29 seater, excellent con-
dition, £420.
1948 BEDFORD Plaxton, 30-seater, full front, certi-
fied December, 1960, £200.

PART-EXCHANGE. HIRE-PUCHASE.
EVINGTON, L. LEICESTER.
Phone 38102-3. 787-170

NORTHS.

OFFER several 1950 A.E.C. Mark III 33-36-seaters,
single-deckers, 9.6 engines, Roe bodies, converted to
allow driver to collect fares, all certified, 1948.
1947 LEYLAND PD1s, Burlingham H.B. bodies,
certificates 1960-61, immaculate, £450.
PONTEFRAC RD., Stourton, Leeds, 10. Phone, Leeds
76809. 788-6890

WALLY'S COACHES, 19 HOLLINGDEAN TERRACE, BRIGHTON 62557.

1952 BEDFORD 38-seater, ticket 1962.
1956 BEDFORD 41-seater Plaxton, ticket 1961.
1958 BEDFORD 41-seater Duple.
1955 A.E.C. Reliance 41-seater Plaxton, ticket 1960.
1956 A.E.C. Reliance 41-seater Burlingham, ticket
1961. Heaters, radio and passenger address
system.
ALL five immaculate condition. Part-exchange enter-
taind. 787-99

BIRD'S COMMERCIAL MOTORS, L. TD., BIRMINGHAM ROAD, STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."
USED PASSENGER VEHICLES.

10 A.E.C. Regent Mark III double-decker buses, year of
registration 1948-49, fitted with A.E.C. 9.6-litre
diesel engines, full air brakes, fluid transmission, automatic
chassis lubrication, 56-seater with Dunlopillo seating,
metal bodies, 9.00 by 20 tyre equipment, current certificates
of fitness.
10 LEYLAND double-decker buses, year of registration
1948-9, fitted with 0.600 Leyland diesel engines, full
air brakes, fluid transmission, automatic chassis lubrication,
56-seater with Dunlopillo seating, metal bodies, 9.00 by 20
tyre equipment, current certificate of fitness.
The above vehicles are as new in every respect.

HIRE-PURCHASE willingly arranged at low deposit.
TWO LEYLAND PD1 double-deck buses, 56-seaters, al-
metal bodies by Leyland, excellent condition.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 787-134

SILVER WINGS COACHES, BRETTALL LANE, STOURBRIDGE, NEAR BIRMINGHAM.

Stourbridge 3047-8.
1947 GUY Arab, 5-cylinder Gardner, 33-seater
Burlingham body, certificate of fitness 1961.
£500.
1948 MAUDSLAY, A.E.C. 7.7, 33-seater Burlingham,
reupholstered and certified until 1962, £650.
PART-EXCHANGES, including cars or vans. 787-132

OWING to the business being sold the following vehicles
are for disposal:
43-SEATER GUY (underfloor engine).
35-SEATER LEYLAND PS1 (reconditioned engine,
only done 250 miles).
TWO 33-seater DAIMLERS.
29-SEATER BEDFORD Vista.
ALL with certificates of fitness and all in first-class
condition and straight out of service. Any reasonable
offers considered and hire-purchase terms can be arranged.
VON COACHES, LTD. Phone Netterton 324. 787-199

1952 COMMER, 33-seat Sirachan, beautifully kept,
certificate of fitness 1.62. £875.
1950 COMMER Avenger 33-seater Sirachan, in first-
class condition, certificate of fitness March,
1960, £750.
1947 BEDFORD Duple Vista 29-seater, new certi-
ficate of fitness 31 years, £315.
1949 FODEN, 5-cylinder Gardner, Duple 33-35-seater,
new retrim, certificate of fitness 1962, £585.
CONWAY HUNT, LTD., Brox Rd., Ottershaw. Phone,
Ottershaw 401. 787-309

Used Passenger Vehicles (contd.)

Unclassified Wanted

WANTED, scrap single- and double-decker buses,
coaches; also buses without engines. We collect any-
where. Preston, 14 Frederick Rd., Salford, 6. Lane
Phone, Pendleton 3868. 788-6905

NEW PASSENGER VEHICLES

A.E.C.

ARLINGTON MOTOR CO., L. TD.,
HIGH ROAD, PONDER'S END, ENFIELD,
MIDDLESEX.
Phone, Howard 1266.

OFFER EARLY DELIVERY OF
RELANCE 41-43-SEATER DUPLÉ BRITANNIA
COACHWORK, CENTRE OR FRONT ENTRANCE.
VACUUM OR AIR BRAKES.
FINISHED TO INSTRUCTIONS. 787-423

BEDFORD

SILVER LINE MOTORS,
MOORLANDS,
WELWYN GARDEN CITY,
HERTS.
Phone, W.G. 5494.

ARE NOW TAKING ORDERS FOR
NEW 1959 BEDFORD
29- TO 41-SEATER COACHES
TO CUSTOMER'S OWN SPECIFICATION.
HIRE-PURCHASE AND PART-EXCHANGE
WELCOMED. 787-763

COACHES AND COMPONENTS, L. TD.,

469-475 HOLLOWAY ROAD, LONDON, N.7.
Phone Archway 2647 (five lines).

ARE now taking orders for 1959 BEDFORD 29- to
41-seating capacity luxury coaches, fitted with petrol
or Diesel engines.
PART-EXCHANGES and H.P. terms arranged to your
satisfaction. 787-0678

ARLINGTON MOTOR CO., L. TD.,

HIGH ROAD, PONDER'S END, ENFIELD,
MIDDLESEX.
Phone, Howard 1266.

OFFER EARLY DELIVERY OF
1959 MODEL DUPLÉ
37-41-SEATER
SUPER VEGA COACHES.
DEMONSTRATIONS AVAILABLE,
PART-EXCHANGE
SPECIAL HIRE-PURCHASE TERMS.

ALSO
NEW BEDFORDS WITH 41-SEATER PLAXTON
BODYWORK. 787-422

COMMER

DON EVERALL (COMMERCIAL VEHICLES),
L. TD.,

34 CLEVELAND ROAD,
WOLVERHAMPTON.
Phone 23212.

INQUIRIES INVITED FOR 1959 COMMER ROOTES
DIESEL 41-SEATER COACHES BODIED BY DUPLÉ.
PLAXTON OR BURLINGHAM. EARLY DELIVERY
ASSURED. 787-155

VOLKSWAGEN

EUROPEAN CARS, LTD. distributors for London
Western districts, early delivery Kombi, Microbus, van,
pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7
Fire 7722. 787-403

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AMBULANCES

BEDFORD, Austin, Morris, Rolls-Royce ambulances.
B Large selection. Lawton-Goodman, 135 Crickwood
Broadway, N.W.2. Glaston 2226. 787-4

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, hand-
some appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS LTD., Carrimore
Works, North Finchley, N.12. Hillside 3631-2-3. 787-708

Miscellaneous Vehicles (contd.)

NEW BEDFORD 8- and 10-ton tractor units, normal
and forward control.
SCAMMELL Scarab, petrol or diesel, for early delivery.

ARTICULATED vehicles our speciality.
SEE Trailers.

INQUIRIES TO—
E. J. BAKER AND CO. (DORKING), L. TD.,

DORKING 3822, EXT. 19. 787-254

Miscellaneous Vehicles (contd.)

A Large selection of articulated vehicles always in stock.
3-tonner to 100-tonner, including a wide variety
of types. Let us know your requirements. Terms and
exchange.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Phone, Stevenage 175. 787-202
1950 KARRICK Bantam tractor fitted automatic
coupling and two boxvan trailers of 700 cu. ft.
capacity each, complete outfit little used and immaculate.
£400. Com Motors, Ltd., Fortess Grove, Fortess Rd.,
Kentish Town, London, N.W.5. Gulliver 5888-9. 787-403

Miscellaneous Vehicles (contd.)

MAY, 1957, 10-ton Bedford articulated unit complete with 23-ft. Scammell trailer, best offer above perfect. £900. Write: J. C. Flanagan, 118 Oswald Drive, Longview, Gloucester. 788-22970

CAPITAL MOTOR CO. LTD. SCAMMELL DISTRIBUTORS, BEDFORD MAIN DEALERS.

NEW BEDFORD-SCAMMELL 8-ton forward-control and 10-ton tractor units, immediate delivery.
NEW SCAMMELL trailers, early delivery.

NEW SCAMMELL Scarab for early delivery, either petrol or diesel engine.

1954 SCAMMELL 6-ton Scarab, in excellent condition throughout. £450.

1950 BEDFORD-SCAMMELL tractor unit, diesel and first-class mechanical condition.

REMINGTON ST., City Rd., N.1. (Near Angel). Clerkwell 7455. 787-277

1951 LYNCH Beaver tractor and 20-ton low-loader machinery trailer, 71-ft. well, K.O. back axle. Box CM8722, care of "The Commercial Motor." 787-280

1951 BEDFORD artic. with 10-ton 20-ft. Scammell trailer. Box CM8726, "care of 'The Commercial Motor.'" 787-xB3131

1953 O model Bedford-SCAMMELL artic. unit, excellent condition all round. Perkins diesel engine very good, £275 or near. 11 Prescott Place, Clapham, S.W.4. Mac 2264. 787-307

BREAKDOWN VEHICLES

UNREGISTERED ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6 c/w winches. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone. Leabrooks 477. 787-652

BEDFORD with double-lift crane, shaped body, splendid condition. £325. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 787-3

Breakdown Vehicles Wanted

HEAVY-DUTY breakdown vehicle, complete with twin-lift jib, power winch, etc. Full details to Gregory's of Uxbridge, Ltd., 53 High St., Uxbridge. Phone. Uxbridge 6432-5. 787-198

CATTLE CONVEYORS AND HORSEBOXES

G. C. SMITH (COACHWORKS), Long Wharton, Leicestershire, Leics. Specialists in horseboxes and livestock bodies. Phone. Mather 291-2. 787-998

1957, October, Trader D6 cattle box body, double-deck, ex-C licence user, immaculate condition. Phone. Holbeach, Lincs. 3265. 787-x2814

1957 B.M.C. 3.4-litre diesel 4-ton long-wheelbase, fitted with 4-horse container, very low mileage, £1,350.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Sheldon, Birmingham, 28. Phone. Sheldon 4386-8. 787-246

Cattle Conveyors and Horseboxes Wanted

THREE horsebox vehicles required, good appearance essential, not a cattle or container type.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams. "Diesel." 787-223

ELECTRIC VEHICLES

4 1949-52 Douglas electric delivery vans complete with charger, drive away, £70 each.

UTOREX (LIVERPOOL), LTD., Holmes Lane, Liverpool, 21. Waterloo 2321. 787-430

EX-W.D. VEHICLES

A NAME WORTH KNOWING,

CUNEY AND STEWART, LTD.,

ALFRETON, DERBYSHIRE.

Phone. Leabrooks 477.

THE EX-W.D.

DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6.

VEHICLES SPARES TYRES.

787-704

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

C. MORGAN AND SON, Waltham Chase, Southampton, 10. Phone. Bishop's Waltham 133. Cable, "Morganspan, Southampton." 787-928

J. H. ROLLASON, Romsey Rd., Cadnam 3301, Hants. 787-803

SPECIALISTS in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslayi. 787-821

C. M. SWORDER (MOTORS), for ex-W.D. trucks and spares, including Chevrolet, Ford, Dodge, Studebaker, Lane End, High Wycombe, Bucks. Phone. Lane End 234. 787-803

EX-W.D. MORRIS 10-ton van, £50, registered 1958. Dicker, 218 Morland Rd., Cradon. 787-x3016

LOW-MILEAGE BEDFORD OL, unregistered, in good condition, £125 each. Mainy Motors, Ltd., Woodside, Ewelme, Oxon. Phone. Ewelme 62. 787-282

BEDFORD 4 x 2, Army reconditioned, £125.

BEDFORD 4 x 4, Army reconditioned, £125.

PERCY SLEEMAN, LTD., 38 Uxbridge Rd., Ealing, W.5. Phone. Ealing 7987; Uxbridge 5022; after hours, Western 1321. 787-431

Ex-W.D. Vehicles Wanted

WANTED. Humber 4 x 4 armoured scout cars; also A.F.V. manuals and parts lists for tanks, armoured cars, etc., prices and details to "Lion" Works, Burnley, Lancashire. 787-x3142

INSULATED VANS

BEDFORD all-aluminium meat container, specially built overhanging rails, with C licence 25 miles radius of Sheffield, £400. 373 Eastbank Rd., Sheffield 2919. 787-328

Miscellaneous Vehicles (contd.)

LUTON VANS AND PANTECHNICON'S

SAUNDERS FOR YOUR AUSTIN

AUSTIN LD2 30-cwt. chassis, petrol, fitted with large-capacity Luton body, approximately 550 cu. capacity, in progress, paint to choice.

AUSTIN LD2 30-cwt. chassis, petrol, with Balco extension, fitted large-capacity Luton body, approximately 671 cu. ft. capacity, now in progress paint to choice.

H. A. SAUNDERS, LTD.

836-842 HIGH ROAD,

FINCHLEY, LONDON, N.12.

Hill 5272, ext. 22. 787-103

LET us quote you for a Freight light-alloy Luton on your chassis, 600 to 2,000 cu. ft., prices from £295, 2-year guarantee.

FREIGHT ENGINEERING CO., Cray Rd., Sidcup, 1992-6888. Phone. Footway 6551.

1951 COMMOR Q4 Luton van, fitted with P6 engine, wooden body, £290. Phone. Wrexham 788-43079

1954 JENSEN, Perkins P6 diesel, 1,800-cu.-ft. alloy Luton van, new engine, excellent tyres, one owner from new, cost over £3,000 and offered at £1,495. Contact the spec. 4222, below.

1954 MORRIS-COMMERIAL diesel 1,450 Luton van, one owner, clean condition, good tyres, £495. Morris, Cherrywood 4222, below.

1948 AUSTIN K2 Luton 2-ton with 850-cu.-ft. body, new engine and tyres, ideal small removal man, £145. Morris, 506-508 Kingston Rd., London, S.W.20. Phone. Cherrywood 4222, below.

ALWAYS a good selection of pantechnicon and boxvans from 900-1,200 cu. ft. capacity—Guy Viren, Austin, Morris, etc. Contact the spec. 4222, below.

1952 BEDFORD 1,500-cu.-ft. capacity Luton van, in good running order, £275.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 787-200

1958 Thorneley Trader, 1,600-cu.-ft. Luton van, 19,000 miles only, vehicle is in immaculate condition, ready for immediate use, £1,450.

AKTHORPE MOTOR, 42 North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 787-289

BRAND-NEW 1959 BEDFORD diesel, 1,600- and 1,400-cu.-ft. Luton vans, available for January 1 delivery. Coaches and Components, Ltd., 92-94 Stamford Hill, N.16. Stamford Hill 8444. 787-337

Luton Vans and Pantechnicons Wanted

FURNITURE LUTON on 10-15-cwt. chassis. Barclay's, Broad St., Wolverhampton 23824. 787-x3110

MOBILE SHOPS, CANTEENS, ETC.

KARRIER Bantams, ex-Government, unregistered, fitted to your order with brand-new mobile shop, canteen or fish and chip salon body, including modern cab with wrap-round screens. Deferred terms. Contact the manufacturers and make substantial saving on outlay. S. H. Wyatt (Coachbuilders), Ltd., Bank St., Cheshire. Staffs. Phone. Cheshire 3155. 787-6876

MOBILE shops, canteens and offices, vehicles and trailers, large selection. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 787-2

COMMER travelling shop, Ls. Gleave, Ltd., Fourways Garage, Archd. nr. Sandbach, Cheshire. Smallwood 225, 226. 787-316

Mobile Shops, Canteens, etc., Wanted

MOBILE shops, canteens and offices wanted. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2226. 787-1

OIL-ENGINE VEHICLES (USED)

WANTED, late model diesel-engined 2-3-ton van-type vehicle in good condition. State price, date of original registration and full particulars to Barnard and Sons, Ltd., Stowmarket. Phone 621. 787-92

TANK VAGONS

JOHN ANCLIFF AND CO., LTD.,

CONTRACTORS OF LIQUID IN BULK,

2 MOUNT STREET, MANCHESTER, 2.

Phone. Blackfriars 6226; Night, Bramhall 56.

1956 ATKINSON 8-wheeler, 6LW, D.D., fitted with steam coils fitted.

1956 ATKINSON 8-wheeler, 6LW, D.D., fitted with steam coils fitted.

1953 MAUDSLAY 8-wheeler, 9.6, S.D., fitted with steam coils fitted.

1950 ATKINSON 8-wheeler, 6LW, D.D., fitted with steam coils fitted.

1948 MAUDSLAY 4-wheeler, 5LW, fitted with steam coils fitted.

1947 MAUDSLAY 4-wheeler, 5LW, fitted with steam coils fitted.

1945 ATKINSON 8-wheeler, 6LW, fitted with steam coils fitted.

1939 A.E.C. 8-wheeler, 7.7, S.D., fitted with steam coils fitted.

1939 MAUDSLAY 8-wheeler, 6LW, fitted with steam coils fitted.

1936 MAUDSLAY 4-wheeler, 5LW, fitted with steam coils fitted.

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Miscellaneous Vehicles (contd.)

WHALEBONE MOTORS, LTD., offer:—

SEVERAL large-capacity articulator road tank trailers, 14,000 by 20 tyres, Scammell coupling, 313 Chelmsford Rd., Monmouth, near Brentwood. Phone. Brentwood 4044. 787-161

1954 THORNycroft 8-wheeler, 3,600-gallon air brakes, in excellent condition throughout, one owner since new, £1,400.

SCAMMELL 2,500-gallon articulated tanker trailer, 1575.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 787-212

1949 BEDFORD articulator, 1,500 gal., three compartments.

1951 BEDFORD, 1,000 gal., two compartments, with pump.

1948 DENNIS, 1,500 gal., three compartments, with pump.

BEDFORD OL 4 by 4, 900 gal., refueller, complete with pumping equipment, unregistered, very clean, cheap.

BEDFORD 500-gal. tankers, with pumps, unregistered, from £165 each, very clean.

900 GAIL Bowyer trailers, excellent condition, complete with pumping equipment.

F. A. DOLMAN, LTD., 186 Carlton Avenue, H. Southend-on-Sea. Phone 43262. 787-298

Tank Wagons Wanted

WANTED, 2,000-gal. or 1,800-gal. vehicle tank, Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 787-347

TIPPING LORRIES

TWO Thames 6D 5-ton Traders, good condition. Eaton 2-speed gears fitted, standard Anthony tipper and body, September, 1957. Rectory Garages, Ltd., Downs Works, Amburst Terrace, E.9. Cissold 0796. 787-6809

1956, tipper, steel body, new 900 by 20 tyres, overhauled, choice of two, £695.

1957, February, BEDFORD 7-ton short-wheelbase tipper, steel body, perfect vehicle, £725.

1957, May, TS3 7-ton COMMOR short-wheelbase tipper, drop-side body, very good tyres, excellent condition throughout, £625.

1954 BEDFORD 7-ton short-wheelbase tipper, £500. Apply Box CM807, care of "The Commercial Motor." 788-6854

BEDFORD 1948 5-ton tipper, excellent condition, £125.

FORD 1953 4D 5-ton diesel high-sided tipper, excellent condition, very economical, £325. Below.

MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 2843. 787-20

1958 LEYLAND Comet 90 (demonstrator) forward-control Pilot tipper with Pilot 6-v.d. alloy body, under 1,000 miles from new, carries usual Leyland guarantee, 2-speed axle, unladen weight 3 tons 19 cwt., offered at £500 under present-day list price, £2,400. (Morris, Cherrywood 4222, below.)

1954 BEDFORD 8-ton short-wheelbase (petrol) tipper with new 7.5-v. body, a clean and thoroughly reliable tipper, £395. (Morris, Cherrywood 4222, below.)

1953 BEDFORD O type long-wheelbase 6-v.d. tipper, on excellent tyres and in exceptionally fine condition, £295. (Morris, Cherrywood 4222, below.)

1951 BEDFORD O short-wheelbase Weston 5-v.d. tipper, good order, £185. Morris, 506-508 Kingston Rd., London, S.W.20. Phone. Cherrywood 4222, below.

BEDFORD 1954 S-type, 74 cu. yd., petrol, excellent condition throughout, including tyres, £320 o.n.o. Minter, Albany, Deal. Ashford 488. 787-x3117

1956 COMMOR TS3 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.

COMMOR TS3 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.

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COMMOR TS3 6-cu.-yd. tipper, steel body, excellent condition, guaranteed, £1,050.

Miscellaneous Vehicles (contd.)

TILBURY'S (SOTON), LTD.
CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.
Phone 24731.

SEDDON DIESEL DISTRIBUTORS.
COMMER-KARRIER MAIN DEALERS (HEAVY).
PART EXCHANGE ARRANGED.

LATE 1955 SEDDON diesel Scammell tractor unit Mk. 8/R, fitted with de luse cab, Perkins modified R6 engine, good tyre equipment, one owner. Choice of two 1954 November, SCAMMELL Scarab mechanical horse 6-ton, fitted with twin rear wheel, above-average condition.

ALL the above vehicles are subject to new deposits. 787-406

1952 BEDFORD S-type 10-ton unit, R6 diesel engine, S.A.E. coupling, in good running order.

1955 BEDFORD-SCAMMELL S-type diesel articulated unit, R6 engine, clean and in excellent order. £255.

1948 E.R.F. articulated unit, 5LW engine, new cab, 5-speed box, in very nice order throughout. £175.

1952 BEDFORD-SCAMMELL 10-ton S-type articulated unit, in very good running order. £225.

1956 BEDFORD articulated unit, in excellent order, very small mileage, one owner. £450.

1955 BEDFORD-SCAMMELL diesel articulated unit, in excellent running order. £400.

1956 B.M.C. diesel articulated unit, 2-speed axle, one owner, in excellent order. £650.

ANY of the above tractor units can be supplied with suitable trailers if required. Terms, exchanges.

RUSH GREEN MOTORS, Langley, Hitchin. 787-207

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 1 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 787-707

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD. 76-80 Grafton St. Liverpool 18. Phone, Royal 8434 Grams.

SIX 12-ton Brookhouse trailers, four in-line, heavy-duty tyres, 36 in. by 8 in., condition as new. North Mersey Iron and Steel Co. Bootle 4739. After 5 p.m. Great Crosby 4031. 787-6838

Miscellaneous Vehicles (contd.)

"OFF the peg."

TASKERS new QD semi-trailers.

10-TON straight frame, in three lengths, 22 ft., 23 ft., and 24 ft.; S.A.E./S.M.M.T. coupling and including all latest standard features. Fully descriptive priced leaflet No. 1209.

TASKERS OF ANDOVER (1932), LTD.

ANDOVER, HANTS.

Phone, Andover 2312.

Telex, Andover 47-539.

LONDON OFFICE: 36 VICTORIA STREET, S.W.1.

Phone Abbey 2202.

MANCHESTER OFFICE: 26 CORPORATION STREET, MANCHESTER, 4.

Phone, Deansgate 6009. Telex, 66-249.

SCOTTISH AGENTS—

DOUGLAS MUNRO AND CO., LTD.,

CHAPELHALL INDUSTRIAL ESTATE,

CHAPELHALL,

NEAR AIRDRIE, LANARKSHIRE.

Phone, Airdrie 2691-2-3.

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, box bodies, platform panthechnons and special types.

RUSH GREEN MOTORS, Langley, Hitchin. 787-207

10-TON 6-wheel trailer, oscillating axle, £80.

10-TON articulated trailer, 24-ft. Scammell. Buitin, Keyes Meadow, Adderbury, Banbury. 787-2472

12 and 14-TON U.S.A. 25-ft. articulated trailer, 2-ft. side

12 and 14-TON U.S.A. 25-ft. articulated trailer, 2-ft. side

12 and 14-TON U.S.A. 25-ft. articulated trailer, 2-ft. side

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OVERTIME AND SPECIAL DUTY RATES PAYABLE. SICK PAY, HOLIDAY SCHEME, PROTECTIVE CLOTHING.

APPLY BOROUGH ENGINEER, TOWN HALL, OR AUCKLAND ROAD GARAGE, NOT LATER THAN SATURDAY, DECEMBER 8, 1955.

D. J. OSBORNE,

Town Clerk.

Town Hall, Leyton, E.10. 787-6848

EXPERIENCED heavy commercial vehicle salesman required to cover 500 heavy user area, good salary, bonus and commission, with excellent backing. Hills Garages (Manchester), Ltd., Seddon Diesel Distributors, 80-90 Port St., Manchester, 1. 788-6836

WORKS manager required by group of companies to set up a motor vehicle body works, to be situated in the North Manchester area.

POSITION carries full responsibility for the setting up, organizing, and having complete control of the actual running of the firm. Applicant must have held similar responsible position, be fully conversant with all forms of commercial body building and painting, and have experience of modern methods and materials including alloy and fibre glass.

THE position is progressive and offers scope and security for the future.

APPLICANTS please state full details of previous experience and present salary to Box CM868, care of "The Commercial Motor." 787-6837

EXPERIENCED car and commercial vehicle salesman required by progressive company in the Chester area. A high basic salary will be paid to the right applicant. Excellent commission rates. Non-contributory pension scheme. Write, giving full details of past and present career to Box CM8716, care of "The Commercial Motor." 787-30

REQUIRED, first-class skilled Commercial Vehicle Fitter, good knowledge of auto-electrical repairs and fuel-injection equipment, to take charge of and operate mobile service unit throughout the country. Apply in writing to Bulwark Transport, Ltd., Chippenham, Wilts. 787-82

COMMERCIAL-VEHICLE salesmen required in London branches of large Ford distributors. Applicants must have initiative, drive and satisfactory testimonials. Liberal salary and commission basis, also use of car. Write in confidence, giving full details, age, experience, etc., to the Commercial Vehicle Sales Manager, Dagenham Motors, Ltd., 374 Ealing Rd., Alpertons, Middx. 787-79

CENTRAL LONDON transport contractors require a young man experienced in negotiation and preparation of quotations for the hire of vehicles under contract. He should therefore be conversant with costs, overhead margins, etc. Progressive situation providing every opportunity for alert and enterprising applicant. Pension scheme. Write fully, stating age, experience and salary required, to Box CM876, care of "The Commercial Motor." 787-42

TRANSPORT MANAGER.

A VERY ATTRACTIVE AND PROGRESSIVE OPPORTUNITY AVAILABLE ONLY TO A TRANSPORT MANAGER THOROUGHLY EXPERIENCED IN TECHNICAL, ADMINISTRATIVE AND PRACTICAL ASPECTS.

Able to take COMPLETE CONTROL of small growing concern and responsible only to the directors. Applicants must have first-class qualifications, initiative and capable of building up the business. Send copies of references.

COMMENCING SALARY,

£1,000/£1,200.

ACCORDING TO ABILITY.

AND

BONUS TO BE DISCUSSED.

BOX CM8713.

Care of "The Commercial Motor." 787-21

Miscellaneous Advertisements (contd.)

PAINT Department of commercial bodyworks in London, S.E.1. require man experienced in spray methods and painting specifications for assistance in general supervision, good opportunity for suitable applicant, pension scheme and good working conditions. Box CM878, care of "The Commercial Motor." 787-23

SUPERVISOR required with operating and office experience by coach company in Southern England. Accommodation available. Box CM8719, care of "The Commercial Motor." 787-228

A TRANSPORT MANAGER

IS REQUIRED TO ADMINISTER THE DISTRIBUTION OF A VERY SUBSTANTIAL FIRM WHOSE CENTRE OF BUSINESS IS SITUATED WITHIN 40 MILES OF LONDON.

Candidates, who should be aged between 35 and 45, must possess a complete, comprehensive knowledge of road distribution on a national basis and be able to prepare costings, budgets and other statistics. Company-owned garage for repairs to fleet of lorries and cars.

THERE IS AN EXCELLENT PENSION SCHEME IN OPERATION AND THE INTENDED STARTING SALARY IS ABOUT

£1,100 PER ANNUM.

THOUGH THIS WOULD BE CAPABLE OF ADJUSTMENT FOR THE RIGHT MAN.

APPLY IN STRICTEST CONFIDENCE TO

BOX CM8714.

Care of "The Commercial Motor." 787-24

PARTS manager required for Vauxhall-Bedford main dealership in Hertfordshire. Good salary and excellent prospects for man who can handle a volume business and develop fleet trade. Apply in writing stating past experience. All replies will be acknowledged. Box CM879, care of "The Commercial Motor." 788-6808

KEEN, enthusiastic representation required by North with good transport background and connections in chemical or engineering industry. Southampton, Bournemouth, Cambridge, Bedford areas. Write, with full particulars, to Box CM877, care of "The Commercial Motor." 790-6893

NORTH WESTERN ROAD CAR CO., LTD.

THE traffic manager of the company, Mr. J. Green, on has indicated his intention to retire at the end of January, 1956. In consequence the company invites applications for the position of traffic manager which will then become vacant.

THE company, whose headquarters are at Charles St., Stockport, operates some 600 vehicles on stage carriage services in Cheshire, Derbyshire, South East Lancashire, and Yorkshire, and on express services, excursions and tours, and contract work.

APPLICANTS, which will be treated in strict confidence, should give (a) the usual personal particulars of age, education, qualifications, and (if married) family; (b) a short summary of experience, with details of existing and previous appointments, and (c) present salary, and should be forwarded to the General Manager at Charles St., Stockport, not later than Friday, December 12, 1955. 788-6887

BOOKING-OFFICE clerk required by coach company in Southern England, general book-keeping and office experience essential. Accommodation. Box CM8720, care of "The Commercial Motor." 787-224

LEADING road haulage company operating nationally have a large modern fleet with part based in Liverpool and a vacancy for a Liverpool manager. The applicant must be fully experienced in general haulage, trunk haulage, handling small consignments and sub-contracting. He must be accustomed to fleet operations and well established in Merseyside. The remuneration will be in keeping with the responsibility. Box CM8418, care of "The Commercial Motor." 787-455

DRAFTSMAN required, conversant with composite body building and frame work drawing. Apply Works Manager, Bostons Commercial Building Co., Abbotsdale Rd., Wembley, Middx. Phone, Perivale 1046. 787-304

SITUATIONS WANTED

AGE 26, British subject, good knowledge of transport, goods vehicles and P.S. vehicles, also express service and private hire. At present employed as assistant director in large transport concern, four years' experience. Box CM8718, care of "The Commercial Motor." 787-239

STORAGE ACCOMMODATION

STORAGE and distribution available, fork-lift and craneage facilities. Direct Motor Service (Sheffield), Ltd., Peire Street Warehouse, Sheffield S36254. 787-384

TENDERS

DAIMLER CWD6. Three double-decked omnibuses in good order throughout. Reg. 1946-47.

GUY. Three low-bridge omnibuses fitted with Gardner G6W. In good order throughout. Reg. 1945-46.

TENDERS for all or any of these vehicles are to be sent to J. B. Haworth, Esq., Town Clerk, Barclays Bank Chambers, 49 High St., Stockton-on-Tees, by December 8, 1955.

INSPECTION by appointment at the Corporation Transport Department in Bridge Rd., Stockton-on-Tees. 787-6840

BOROUGH OF EALING.

TENDERS ARE INVITED FOR THE SUPPLY OF TYRES AND TUBES

FOR THE 12 MONTHS COMMENCING APRIL 1, 1959.

Form of Tender, etc., from the Borough Surveyor, Town Hall, Ealing, W.5, upon application, enclosing stamped and addressed envelope.

Tenders must be delivered to the Town Clerk, Town Hall, Ealing, W.5, not later than 12 noon, Monday, January 19, 1959. 788-6874

Miscellaneous

SUR
GUY 4-T
AMBULAN
COAC

Forms and

Closing date

FOR sale,
collector
appointment,
returnable,
Council of
Closing date

TENDERS

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Miscellaneous Advertisements (contd.)

FOR SALE SURPLUS VEHICLES AND PLANT

GUY 4-TON TIPPER FORD VAN, HUMBER
AMBULANCE, LEYLAND "LION" MOTOR-
COACH, DENNIS REFUSE COLLECTOR,
CASE TRACTOR
with various implements,
TWO TRAILERS
AND
SUNDRY ITEMS.

Forms and details from Borough Engineer, Town Hall
Croydon.

Closing date for offers Noon, Thursday, December 4,
1958.

E. TABERNER,
Town Clerk,
787-84

FOR sale, 1950 Lewin mechanical sprinkler-sweeper-
collector with four sets of brushes. Inspection by
appointment. Forms of tender obtainable from, and
returnable to, Engineer and Surveyor, Urban District
Council of Basildon, 108 High St., Billericay, Essex.
Closing date December 15. 787-83

CITY OF LIVERPOOL

TENDERS INVITED FOR SUPPLY OF:-

ONE DIESEL-ENGINED
HYDRAULIC LOADING SHOVEL.

TENDER FORMS FROM CITY ENGINEER AND
SURVEYOR, MUNICIPAL BUILDINGS, LIVERPOOL 2;
RETURNABLE BY DECEMBER 13, 1958

(J.5409) THOMAS ALKER,
Town Clerk,
787-39

HAMPSHIRE COUNTY COUNCIL

TENDERS ARE INVITED FOR THE SUPPLY OF
TWO BEDFORD LIGHTWEIGHT
AMBULANCES.

FULL PARTICULARS AND FORMS OF TENDER
MAY BE OBTAINED FROM THE COUNTY
SURVEYOR, THE CASTLE, WINCHESTER, BEFORE
DECEMBER 5, 1958. 787-197

WANTED SCAMMELL

or similar 30/40 ton low
loader with minimum
20-ft. well required.

Full details:

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Miscellaneous Advertisements (contd.)

SOWERBY BRIDGE URBAN DISTRICT COUNCIL

FIVE-TON WAGON

TENDERS ARE INVITED FOR THE SUPPLY AND
DELIVERY OF A 5-TON WAGON AND TAKING
IN PART-EXCHANGE, THE COUNCIL'S 4-5-TON
DENNIS "PAX" WAGON.

Forms of Tender and further details may be obtained
from The Engineer and Surveyor's Department, Beech
Road, Beech Road, Sowerby Bridge.

Tenders are to be submitted to the undersigned not later
than 10 a.m. on Thursday, December 11, 1958.

ALFRED WOMERSLEY,
Clerk of the Council.

Allan House,
Sowerby Bridge. 787-87

THREE 1949 refuse-collection vehicles for sale. Details
and tender form from Borough Engineer, Town Hall,
W.4. Closing date December 8, 1958. 787-60

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59).
A life history of each vehicle with tyre records,
petrol and oil consumption, 4s. 7d. post free.
DIESEL oil stocks books. Cost books, etc. Send for
descriptive list.
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Leicester. 222-944

November 28, 1958 - THE COMMERCIAL MOTOR (Supplement)

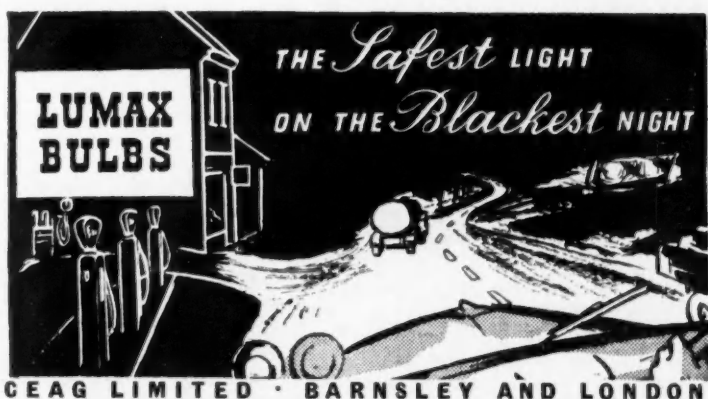
Books and Publications (contd.)

"MODERN CLEANSING APPLIANCES" by Ashley
Taylor. A survey of the municipal cleansing
field, consisting of the most up-to-date information on its
practices and appliances both in Great Britain and abroad.
Illustrated, 160 pages, 12s. 6d. net from bookellers, or
13s. 4d. by post from the publishers, Temple Press
Limited, Bowling Green Lane, London, E.C.1. 222

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OPERATING COSTS (43rd Edition). Contains 11
operating cost tables for petrol, oil and electric goods
and passenger-carrying vehicles. Explanatory articles
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card covers) from bookellers, or 8s. 2d. and 6s. 7d.
respectively by post from the publishers, Temple Press
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Compiled by the staff of "Farm Mechanization".
Established as the complete guide for farm machinery
importers, dealers and manufacturers throughout the
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Press Limited, Bowling Green Lane, London, E.C.1. 222



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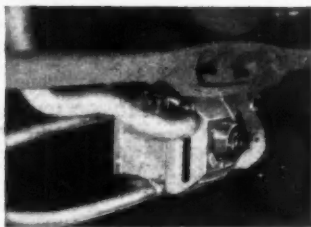
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Keeps running temperature right in any weather, saving engine wear and petrol. Controlled from dashboard even when vehicle is in motion. Blind has metal roller and cover for safety and efficiency. Models for most vehicles from £3.

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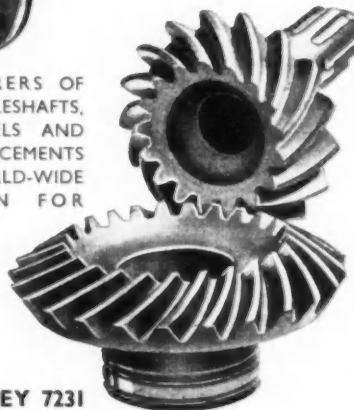
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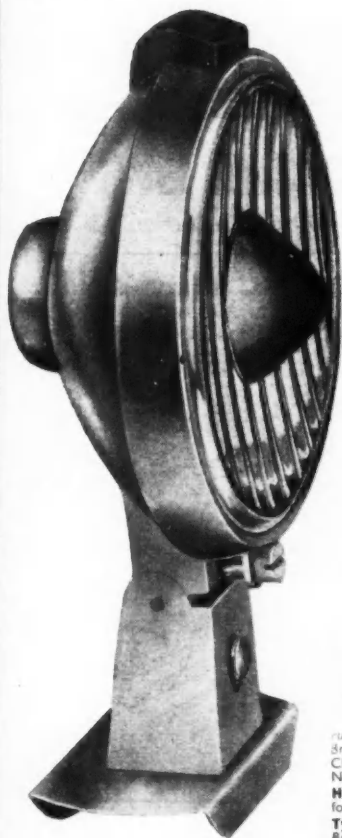
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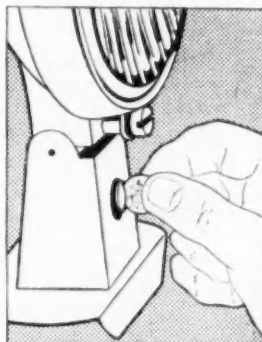
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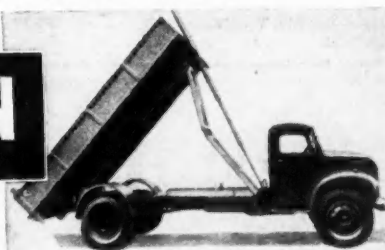
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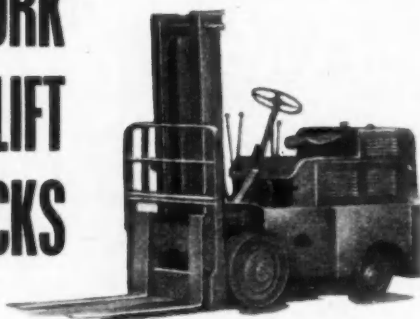


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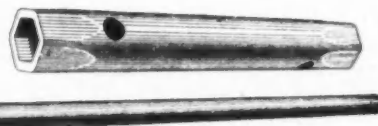
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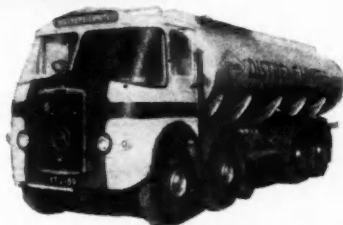
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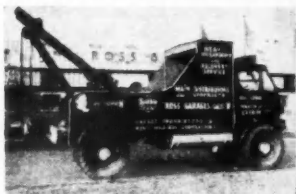
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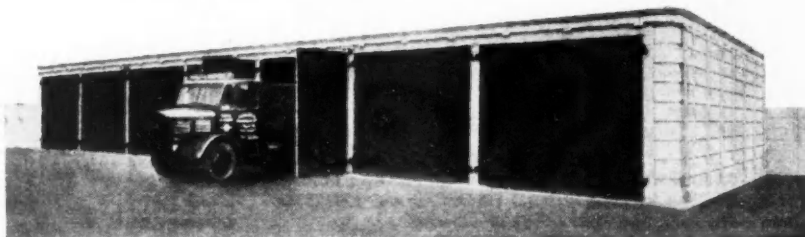


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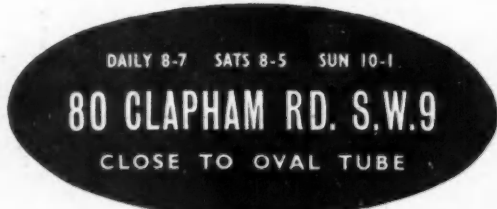
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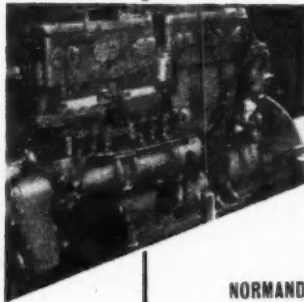
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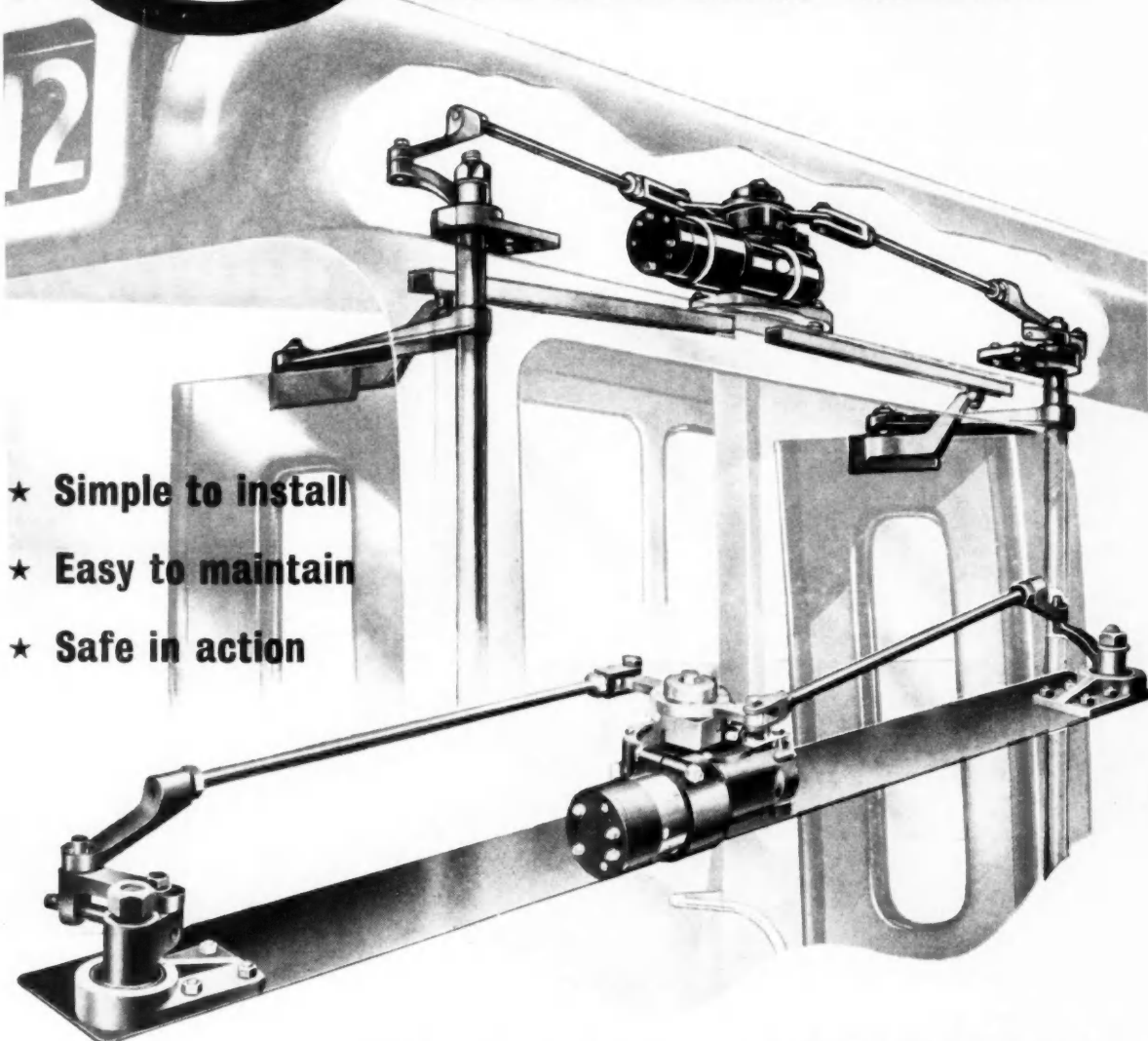
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